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72-0 Mexican national insignia (11 mm); 6 insignia to compliment sheets 4, 13/14, & 15. $0.80
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As the difficulties of obtaining US currency spread to other countries, more and more subscriptions to the SAFO are being obtained by means of barter. This means that more items are available from the SAFCH Sales Service, bit it also means that your support is even more important than in the past.

A limited number (one, unless otherwise indicated) of the following are available from the editorial office. All prices are US $ and include surface postage.

POLISH PROFILES (TBU): RWD-8 (4), Lublin R.XIII, MiG-3, MiG-19 (10), Yak-11 (3), Il-14 (12), SB-2, I-153 (16), An-26 (13), Yak-12 (13), Yak-1 (13), MS-406 (7), Mosquito (7), Beaufighter (3), Defiant (11), Spitfire (37), Wellington (9), P-39 (10), and Mustang (13). Samochod Pancerny wz.29 and Czolg Lekki Stuart. $3.00 each.

GODLO I BARWA W LOTNICTWIE POLSKIM 1918-1939, Kowalski (5). $8.00.

POLSKI SAMOLOT I BRAVA, Krolikiewicz (4). $12.00.

PULKI LUDOWEGO LOTNICTWA POLSKIEGO 1943-1945, Krzeminski. $6.00.

SAMOLOTY BOMBOWE I SZTURMOWE W LOTNICTWIE POLSKIM, Morgala. $6.00.

NOWOCZESNY SAMOLOT WOJSKOWY, Krolikiewicz. $6.00.

REGULARNE JEDNOSTKI WOJSKA POLSKIEGO (LOTNICTWO), Kolinski. (hardbound). $8.00.

POLSKIE ESKADRY W WOJNIE OBRONNEJ 1939, Pawlak. $6.00

WSPOLCZESNE SAMOLOTY SZKOLNE, Krolikiewocz (2) $6.00.

SAMOLOTY W MUZEACH POLSKICH, Krzyzan. $6.00.

DYWIZJON 303, Fiedler. $6.00.

LETADLA DRUNE SVETEVE VALKY, Nemecek. $15.00.

CESKOSLOVENSKA LETADLA 1918-1945, Nemecek. $18.00.

DIE LUFTFAHRT DER UDSSR, Eyermann. $14.00.

LA AVIACION LEGIONAIRIA, Emiliani, et al. $10.00.

FORCED MARCH TO FREEDOM, Buckham. $7.00.

MCDONNELL DOUGLAS STORY, Ingells. $10.00.

242 SQUADRON, THE CANADIAN YEARS, Halliday. $15.00.

A THOUSAND SHALL FALL, Peden. $20.00.

Letectvi + Kosmonautica: 7/83 (Sokaj), 9/83 (L-39), 10/83 (L-39), 6/84 (PZL P-11), 8/84 (MiG-25), 9/84 (Yak-15), 16/84 (La-5FN). $1.50 each.

Plastikove Modedly #8, $5.00.

High Flight Vol. 3, No. 1, $2.75.

Aerofan 4/83 (CANT Z.1007) $3.00.

OFH Nachrichten Sonderheft Nr. 9 "Lipezk 1925-1933" $3.00.

MICRO: 1/72 LWS Czapla, $5.00.
1/72 PZL P-37 Los (6) $9.00.
KP: 1/72 Letov S-16 (6), $6.00.
1/72 MiG-21MF, $5.00.
PM TURKEY: 1/72 Spitfire Vb (2), $4.00.
USSR: 1/100 Il-18, $6.00.
Modela: 1/48 LET L13 Blanik, $7.00.
Smer: 1/40 Fiat CR-42. $6.00. ($5.00 without box).
AAA: 1/72 Su-11 (vacuform). $7.50.
RVF: 1/72 Bell X-5/Northrop X-4 (vacuform). $5.75.
1/72 Saunders Roe SR.A1 (vacuform). $5.75.

COVER COMMENTS: The Czech Fokker D.VII on the airfield at Cheb introduces the feature article of this issue. This article describes how a bold expedition deep into hostile territory by a small band of men loyal to a country that had not even existed a few weeks before obtained the aircraft needed to establish an air force.

It is with the greatest sorrow that I report that the author of this article, Jaroslav Klupak, passed away soon after submitting this article. In addition to his occupation as a composer of exciting brilliance, Jaroslav was a keen student of early Czechoslovakian aviation history. Jaroslav was a dear friend and an enthusiastic SAFCH member. He will be greatly missed.

This issue of the SAFO is dedicated to his memory.

ARGENTINA

ALA (Aviacion Latinoamericana, Casilla de Correo no. 125, Sucural 28, 1428 Buenos Aires; 3 issues US$ 7.00)

#7 (36 pages) "FIDA'84 The Latinamerican le Bourget" 16 pages including 24 photos of Chilean military aircraft and a 2-page 3-view drawing of Mirage 50C '512'. "Novedades Militares" one page with news from Argentina, Brazil, Chile, El Salvador, Granada, Honduras, & Uruguay. "Identity News" & "Casualties" 3 pages with both military and civil aircraft. "Spotting P.O. Box" 2 pages of letters (all from SAFCH members). "English Digest" 5 pages.

#8 (48 pages) "Argentine AF Gooney Birds" 14 pages including 6 photos (T-103, T-26, T-40, T-49, T-101, & TC-27) and drawings of camouflaged TC27. "Air Operations in Nicaragua" 5 pages covering action between August and December 1983. "Special Registrations in Argentina" 4 pages including table and 3 photos (IA-50 'LQ-AMC', Citation "LQ-TFM', & Cesnna Chancellor 'LV-BRH'). "Novedades Militares" 5 pages with information on Argentina, Brasil, Chile, Colombia, Ecuador, El Salvador, Haiti, Honduras, Islas Malvinas, Nicaragua, Paraguay, Peru, & Republica Dominicana. "Identity News" one page of military serials. "Uruguay" table of CX-BA_ serials and 3 photos (Beech Staggerwing CX-BAB, C-46 CX-BAH & CX-BAM). "Letters" one page including the following "On it's june 27th, 1983 issue, Aviation Week & Space Technology announced that 'FMA of Argentina will supply 12 of its IA.58 Pucara twinturboprop counter-insurgency aircraft ... to the Central African Republic' Is anyone capable to confirm this report? If affirmative, please indicate some additional data; i.e., possible serials, colour schemes and delivery dates. Carlos Ay, Argentina" Photos: Super Etendard 3-A-213 & 3-A-204, A-4Q 3-A-301, S-2E #25, SH-3D 2-H-235 & 2-H-32, Alouette III, Learjet LV-ALF, Aero Boero AB-180 PG-432, Cessna 421 FAP-700 (Peru), and AMX.

AUSTRALIA

APMA (Australian Plastic Modeller's Association, PO Box 51, Strathfield, N.S.W. 2135; 4 issues airmail $18.00 Australian currency)

1/84 (20 pages) "Photo-Recon P-38" 2 pages with drawings of A55-3. "Nieuport-Delage ND 52" 3 pages with 1/72 drawings for converting the Heller ND 622; 3 side-view drawings of Spanish aircraft. "3 Goonies" 4 pages including side-view drawing of A65-63 and photos of A65-108 and A65-94. "Aussie Auster" 4 pages on converting Airfix 1/72-scale Auster into a Autocar; 3-view drawings for a RAN aircraft '856' and a "Pest Control" G-AMPA. "Rear Cover Comment" 2 pages of instructions on building scale wire wheels.

AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Kannwegasse 1/15, A-1150, Wien)

2/84 (38 pages) "LT-6G Texan" 11 pages including one photo (4C-TA), 5 pages of 1/72-scale drawings (4C-TA, 4C-TH, & LT-6G as 'Fock Wulf 190 im Filmeinstz. "Storch S 14B" 16 pages including 6 photos and 3 pages of scale drawings OE-ADO, OE-ADR, OE-AKA (1972 & 1981). "FP Obstlt. Othmar Wolfan" 5 pages including 1/72-scale drawings of Albatros D III Series 253.

3/84 (32 pages) "Albatros 'Malereien'" 3 pages including one photo and 1/48-scale drawing of Oeffag-Albatros D III 153.167, Flik 2/D, Mai 1918. "Fokker F.III in Osterreich" 8 pages including one photo and 1/72-scale drawings of 'A-5'; also cut-a-way drawing of F.III 'DzZ'. "Flughafen Salzburg" 8 pages including 3 maps.

PANORAMA (IPMS/AUSTRIA, Nordmanngasse 11-13/4/6, A-1210 Wien)

Nothing received since 1/84.

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-2100 Deurne; 4 issues for 450 Belgian franks)

#53 (34 pages) "Colors and Markings of Belgian F-16's" 10 pages including 3 photos, 5 pages of camouflage, and drawings of squadron badges, ejection seat, centerline fuel tank, & navigation light on air intake. Squadron badges are drawn in 1/32, 1/48 and 1/72 scale, the fuel tank is drawn in 1/72 and 1/48, and dimension for all markings are given in the 3 different scales.

BRAZIL

EM ESCALA (IPMS-BRAZIL, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ)

10/1 (20 pages) Nothing of small-air-force interest.

CANADA

HIGH FLIGHT (Box 393, Stittsville, Ontario K0A 3G0; 6 issues for CAN $15)

3/3 (24 pages) "Chronology 1933" 8 photos (Balbo's S-55, Atlas 112, Fairchild FC2W XN, Fairchild 71 WE & VE). "Watkins: Zeppelin Fighter" 4 pages including 7 photos. "Clunks to the Congo" 7 pages including 12 photos of Belgian CF-100 and C-119 during Operation Simba. "Airman's Album 15" 14 photos (RCAF Nomad, Crane, Harvard, Battle, Bolingbroke, Canso, Lysander, and Vampires).

RANDOM THOUGHTS (IPMS CANADA, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for $12.00 in US, $13.00 others)

16/4 (24 pages) "The CF-101 Voodoo" 20 pages including 51 photos and 9 drawings of details; improving on the Matchbox kit. A second part will describe the evolution of the markings and finishes.

DENMARK

NYT (IPMS DENMARK, c/o Kai Willadsen, Kastellet 54/322, 2100 Kobenhavn 0 (01) 12 94 51. 4 issue for 70 Dkr surface, 80 Dkr airmail)

#24 (30 pages) Photo: Danish C-54 (color). "Camouflage and Markings for Danish IIIJ (Fokker D.XXI)" Four-view drawings of 'J-42' in overall silver and 'J-47' in dark olive green, medium brown, and light blue camouflage (Humbrol mixes provided). "F-16" 1/50-scale drawings (centerfold). (Editor's note: One exchange subscription is available; send $7.00 to SAFCH.)

#25 (30 pages) 1/49-scale drawings of General Dynamics F-16B.

ENGLAND

MAGAZINE (IPMS ENGLAND, Flat 4, 18 Delancey St., London NW1 7NH; 6 issues for US $20.00 + $1.00 joining fee)

3-84 "Home Canopy Moulding" 2 page how-to article.

FINLAND

MALLARI (IPMS FINLAND, PL 798, 00101 Helsinki 10; issues #41-44 US $6.50, add $1.00 for airmail and $1.50 for personal bank cheque redemption)

#49 (8 pages) "FinnAF Permanent Orders (Part 8)" 6 pages including 20 photos and 21 drawings of insignia for Hansas, Breguet 14s, etc. "MiF-21F in Finnish Air Force" one page with 2 photos and a side-view drawings of 'MG-76'.

FRANCE

LA VITRINE DU MAQUETTISTE (IPMS FRANCE, 3 rue de l'Amiral Roussin 75015 Paris; 4 issues 60FF surface, 80FF air; back issues 12FF; "La Lettre de l'IPMS" 25FF.)

Nothing received since #19

GERMANY

MITTEILUNGEN (IPMS GERMANY, Oertzenweg 12b, 1000 Berlin 37; DM 42.00 Europe, DM 49.00 USA, DM 55.00 Japan, DM 61.00 Australia)

7-84 (30 pages) Full-page 3-view drawings and specifications for LVG B III, Rumpler C I, and Riesen Doppeldecker Sikorski.

8/9-84 (40 pages) "Die Flugzeuge der ungarischen Luftwaffe und deren Kennung" 2 pages of Hungarian AF serial numbers.

ITALY

IL NOTIZIARIO (IPMS ITALY, CP 182, 41100 Modena Ferrovia)

1/84 (32 pages) "Fiat G-91T" 7 pages including 12 photos and two pages of drawings: discussion on converting either the Airfix G-91R or Matchbox G-91Y into a G-91T.

JP-4 (CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere)

5/84 (88 pages) Photos: Sri Lanka Bell 212 'CH541" and Taiwan AT-3 '0803' & '0801' (color).

6/84 (88 pages) Photos: Venezuelan Augusta A.109 'EV--8332' (color), Muscat DO.228 (color), and Thai F.27 Maritime '665'. "FIDA '84" 3 pages including 6 photos [T-35 Pillan 'YBT' (color), T-34A (color), CASA 101 '407' (color), FAA Pucara 'A-591' (color), Hunter]. "Alpha Jet Update" 10 pages including 4 color photos (Belgian 'AT-07', Nigeria 'NAF 451', & Egyptian). "Breguet BR.730 and Piaggio P.16" photo and small 3-view scale-drawing of each. Centerfold color photos of SAAF Impalas '491'. "Rapporto da Taiwan" 8 pages including 12 photos [AT-3 '0803' (color), F-5E '5322', PL-1 "5823', F-86F '6098' (color), & RF-101 '5660' (color)]. "I Mig di Taiwan" 3 pages including 6 photos (MiG-17 '83065', MiG-19 '3171', & MiG-21 "045').

7/8-84 (100 pages) Photos: Philippine Islander '428' and Brazilian SH-3D '15'. "Trenta anni di Hercules" 8 pages including 10 photos [Algerian '7T WHY' (color) and Spanish '301-07'] and list of all Hercules user by model (50 air forces). "Pilatus PC-9" 2 pages including 2 color photos of 'HB-HPA'. "Unricognitore sfortunato" 6 pages on modeling the CR.25 in 1/72 scale including color 3-view drawings and 1/72-scale drawings for converting the kit of the BR.20 to a CR.25.

9/84 (100 pages) Photos: Italy CL-215 'I-CFSR' (color); Malta AB.47G '9H-AAG' (color); and Zaire Mirage 5DM 'M201' (color). "Cosmo '84" 3 pages including 5 photos [C.212, C.101, & Partenavioa Observer 'EC-DTS" (color) and BK-117 '09-201']. "Nozze d'oro e d'Argento in Baviera" 2 pages with 5 photos [Belgian Mirage 5BR 'BR22' (color) and German Tornodo, Do.28, & F-104G]. "Appuntamento ad Alpnach" 2 pages with 4 color photos (Ju-523m 'A-701', Hunter, & Mirage). "Il Delfino e l'Albatros" 3 page modeling article with color side-view drawings of Iraqi, Libian, and 2 Czech Albatros.

AEROFAN (Giogio Apostolo, via Ampere 49, 20131 Milano, ITALY; 4 issues for US $16.00; each issue contains a 2 page summary and photo captions in English)

1-84 (32 pages) "Italian Naval Aviation" 15 pages including 32 photos 3-view drawings of 6 aircraft. (A two-page English translation of this article is included.) "Sketchbook - Fiat G.50 Bis" 3 pages including 6 photos and a page of sectional-views in 1/48 and 1/72 scale. "Post-Scriptum sulle Insegne di Comando" 4 pages including 6 photos and about a page of drawings. "Il Registro Aeronautico Italiano 1921-1983" One page list and 9 photos. [One sample copy of Aerofan (4-83) is available from the SAFCH; $3.00.)

MALTA

MODELAID INTERNATIONAL (206 Old Bakery St., Valletta, Malta; 7 issues per year $27.50 airmail)

#4 (32 pages) "Camouflage & Markings 4 - Italian Air Forces 1935-1945" 4 pages of discussion of official color specification; 5 photos and tables giving Italian name for the colors, the English translation, and FS595a equivalents. "White Metal Kits - Great Time Savers" one page on modeling the Sea King AEW verison. "P-51 Mustang" 7 pages including 3 photos, 8 side-view drawings (South Korean, Dutch, Chinese, & RAAF), 5 color side-view drawings (Swedish & Italian), 2 pages of scale drawings, and 2 color cockpit cutouts. "Air War in the Med - May - October 1942" 3 page history with 6 photos, color side-view drawing, and 2 color cockpit cutouts of Re-2001. "The Lightning" 8 pages including 10 photos, 3 color side-view drawings, 3 pages of scale drawings, and 3 color cockpit cutouts. "Fly Navy - Douglas Skynight" 2 pages including history, one photos and 5 side-view drawings. "On the Lighter Side - DH 60 Moth" one page including one photo and scale drawings.

NEW ZEALAND

SCALE DIMENSIONS (IPMS-NEW ZEALAND, 43 Jillteresa Cresent, Bucklands Beach, Auckland; US$ 10.00 surface or US$ 15.00 airmail)

Nothing received since May 83

SINGAPORE

MODELLERS' MONTHLY (Plastic Modellers Society Singapore, 247 Macpherson Road, Singapore 1334)

Nothing received since 5-6 83.

SOUTH AFRICA

AFRICAN AIR REVIEW (AVIATION SOCIETY OF AFRICA, PO Box 1413, Alberton 1450; 4 issues for US $12.00)

4-6 84 (20 pages) "SAAF Squadrons: No 44" one page of history. "Southern African News" including military aviation in Angola, Zambia, & Zimbabwe (serials of Hawks are 600-607; Hunters acquired from Kenya are serial numbers 1038, 1082, 1801, 8100, and 2-seater 1084).

SPAIN

AIR SONIC (Balmes, 86 - Entlo. 2.a, Barcelona-8, ESPANA)

Nothing received since #16.

SWITZERLAND

VIRUS PLASTICUS (IPMS SWITZERLAND, Olivenstr. 2, 9320, Arborn; 4 issues for Sfr 24)

2/84 (32 pages) "Le Mirage (4)" 5 pages including 3 photos and 1/72-scale top-view drawing.

USA

WWI AERO (Leonard Opdycke, 15 Crescent Rd., Poughkeepsie, NY 12601; 5 issues $15)

#101 (82 pages) "Fokker C.1" 15 pages including 29 photos (Dutch '510', '516', & 'F-6'; Hungarian 2-seat D.VII 'H-08'; Danish 2-seat D.VII; Dutch C.1A '529' & '429', and Danish IO 'O-65'), and 2 pages of scale drawings (Danish C.1, IO, & IIO). "1912 Breguet G3 Triplace Militaire" 2 pages of scale drawings.

DIRTY PLASTIC (IPMS PHOENIX, 509 W. Camino Dr., Phoenix, AZ 85021; 4 issues for $6.00.)

Fall 84 (20 pages) "The Ultimate Conversion: The Watanabe K10W1 in 1/72nd Scale" 3 pages describing the problems associated with converting the Texan into a K10W1; includes original 3-view drawing and 3 side-view drawings for marking information. "Chinese Hawk II" one page with 4-view drawing of aircraft '16'.

IPMS HAWAII (1650 Lehia St., Honolulu, HI 96818; $5.00 per year for mainlanders and $6.00 for those overseas.)

#13 (24 pages) Nothing of small-air-forces interest, but you should get this issue for it contains an outstanding example of what a local group can do to preserve and disseminate aviation history. "The Rainbow Birds of Barbers Point" 18 pages including 19 photos and 7 full pages of 4-view & side-view drawings of Skyhawks in the various markings of VC-1. Incidently, this is the best review of recent US Navy color schemes I have seen. In addition, take a good look at the drawings, I suspect that these were done on a computer; very effective when viewed from afar, but they tend to bring on a slight case of mal de mer if viewd to closely for a long period of time. Perhaps the editor will tell us how he did this in some future issue of IPMS HAWAII.

THE CZECH EXPEDITION TO CHEB

NOVEMBER 1918

For 300 years the Czechs were under the rule of the Austro-Hungarian Empire. Within the Empire, the Germanic population claimed a leading position and enjoyed many privileges not allowed non-German nationalities. With the disolution of the Empire at the end of WW I and the creation of the Czechoslovakian Republic, it was natural that some of the Germanic people living within the territory of the new Republic refused to acknowledge the authority of the Prague government and agitated for union with Germany. One particularly serious situation developed in Cheb near the German border where the local government proclaimed independence from the central Czech government and organized its own military force called the "Volkswehr".

These actions, in themself, were not of immediate danger to the new Republic. However, at the end of the war, the airfield at Cheb had been used by the Austro-Hungarian air force as a collection point, and the warehouses and hanger of Cheb airfield were full of military equipment. This material was of extreme value to the new Republic which desperately need a creditable military force to protect and preserve its newly won independence. When a postal official who daily made the round trip between Cheb and Prague reported that military airplanes were being flown out of Cheb to Germany, the Czech government decided to act immediately.

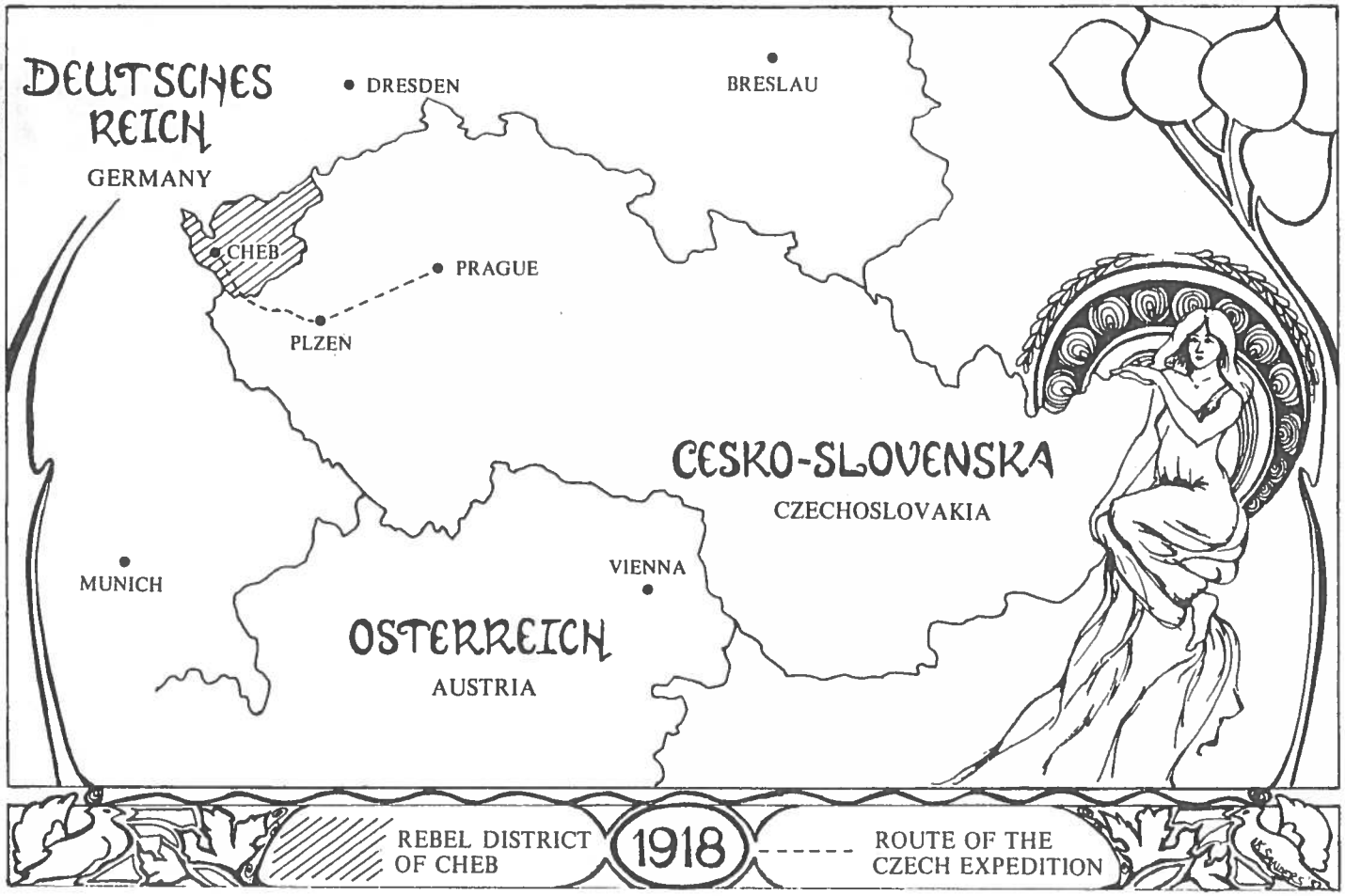
Dr. Scheiner, one of the men given the task of organizing the new Czechoslovakian Army, issued the following orders to Czech Colonel Rosicky: "Gather together some soldiers and pilots and go to Cheb tonight. Occupy the airfield and fly out as many as possible before tomorrow." The date was 9 November 1918, two days before the armistice was signed on the Western Front.

Colonel Rosicky was able to assemble 50 men and two officers armed with a few rifles and four machine guns. Eleven pilots, under the command of Lt. Adamec, were found to accompany the expediton. All the pilots had served in the Austro-Hungarian air force and most had trained at Cheb airfield during the war. Therefore, they knew the airfield and its environs very well. In fact, airman Antos was been able to give Colonel Rosicky detailed aerial photographs of Cheb airfield.

Colonel Rosicky ordered the car-corps to prepare ten lorries for use by the expedition. However, only five were available in Prague, so he had to contact Plzen, which was on the route between Prague and Cheb, to request additional lorries. When the expedition arrived at Plzen, the garrison commander, General Vojtechovsky, had been able to locate only four lorries.

The expediton left Plzen for Cheb at 10 o'clock in the evening on 9 November. Colonel Rosicky's plan was to sieze the airfield and protect it from attack by the Volkswehr while the Czech airmen prepared the aircraft for evacuation. Because he had so few infantrymen, it was imparative that the four machine guns be placed in the most appropriate locations, In making this decision, Rosicky was greatly aided by the airman's Antos' photographs.

The column advanced without incident until it entered the small town of Stribro. Here they were stopped by Volkswehr sentries who wanted to know where they were headed. Colonel Rosicky told the sentries that they were carrying weapons to Cheb and boldly asked the way. The bluff worked and they were allowed to continue. Beyond Stribro, however, the expediton ran into continued bad luck. Every few kilometers one of the lorries would

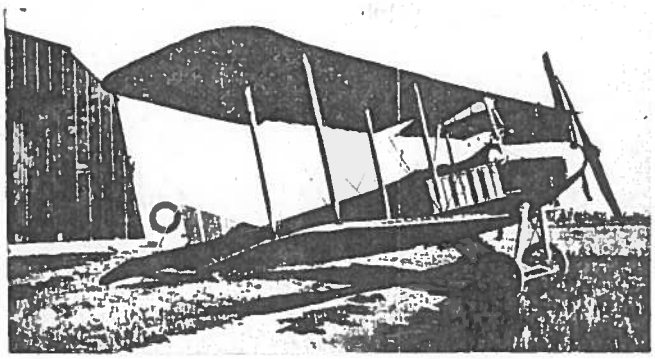


stall and the entire column had to wait for it to get started again. These problems were probably caused by the very poor quality of the available petrol. Hampered by continuous delay, the column advanced into unfriendly territory thoughout the night. As they approached Cheb, Colonel Rosicky became increasing worried that their mission may no longer have been a secret and that the Volkswehr might be waiting for them at the airfield.

At 10 o'clock in the morning of the 10th as the expedition neared the airfield in dense fog the Colonel ordered everyone to be watchful. The airfield had just made its appearance out of the fog on the left side of the road, when the column was stopped by a hay wagon which stood across its path. Behind the wagon stood the men of the Volkswehr with their rifles at the ready.

For a monent there was complete silence. Then, having ensured that the machine gun in the lead lorry was ready for action, Colonel Rosicky calmly walked over to the hay wagon and asked a German non-commissioned officer, "Are you in charge here?" "Yes, I am", replied the officer. "Then have your men lay down their rifles and get this wagon off the road.", Rosicky ordered. To the surprise of all, particularly Colonel Rosicky, the German officer clicked his heels together and answered, "Jawohl, Herr Hauptmann." Rosicky returned to the lorries and ordered his men to get out and quickly disarm the Volkswehr. No one who was there will ever forget the quickness which with the Czechs carried out this order or the speed at which the disarmed Germans fled into the fog.

Immediately, Lt. Adamec and his pilots ran to the hangers to start getting the aircraft ready for takeoff. In a few minutes, two pilots returned to report that when they reached the hanger, an aircraft were being prepared for takeoff. The German airmen, seeing the approaching Czech troops, ran away. One of them was caught and made a prisoner.



Albatros C.I on the newly-occupied airfield at Cheb. The early Czechoslovak roundels have been painted over the Austro-Hungarian crosses. (via Klupak)

The Czechs were busy collecting the flyable aircraft when Colonel Rosicky received a report that one of his sentries had detained a car containing two Germans who had asked to speak with the commander of the Czech troops. Before going to meet with the Germans, Rosicky inspected the Czech defences and issued orders to shoot only if under direct attack. Then he went to the road to meet with the Germans.

In the car were Dr. Bernardin, chairman of the District Committee, and Colonel von Brunn, commander of the Volkswehr. The meeting was very cool. Colonel von Brunn asked Colonel Rosicky why the Czech were occupying an airfield that was situated outside the territory of the Czechoslovak state. Rosicky replied that the airfield was the property of the Czechoslovak state and that nobody should care what Czech soldiers were doing there. Futhermore, he told Brunn that if he really wanted to know, they were carrying out military tasks assigned to them by a legitimate representative of the Czechoslovakian government. Colonel von Brunn refused to accept this explanation. Then Dr. Bernardin asked that Col. Rosicky to come with them to the office of the District Committee and gave his word that no harm would come to him. Rosicky hesitated for a moment, but decided to go in order to find out about the mood in Cheb. He called for his personal car and took with him a big, strong Czech soldier for protection.

The rooms of the District Committee were on the town square. As Rosicky had expected, there were many German officials at the meeting. They asked him to write a description of the occupation of the airfield which he was to sign. Rosicky refused, explaining that they were mistaken if they thought that Cheb was a independent district and that the Allies had already made the decision that Cheb would be part of the Czechoslovak Republic.

Until now the proceedings had been polite. Suddenly, the meeting was interrupted by the noisy arrival of two members of the Volkswehr, a lieutenant and a corporal. They were very excited and the lieutenant began his speech. Explaining that he came as a delagate of the Council of Soldiers, he demanded an immediate attack on the Czechs at the airfield. He said that all German men, even the lame and invalid, wanted to take part in this attack. As the lieutenant glared at Colonel Rosicky with hatred, he told the members of the District Committee that they were negotiating with the leader of bandits. At this, Col. Rosicky stood up and stated that he would no longer listen to insults, and asked both Dr. Bernardin and Col. von Brunn to keep their word and let him leave in safety. The lieutenant threatened that since all the town was in rebellion, if the District Committee did not authorize the attack, the Council of Soldiers would take matters into their own hands. Dr. Bernardin told the lieutenant that the Council of Soldiers had no authority to act. Colonel von Brunn then ordered the lieutenant to do nothing with out his orders and told him to wait outside.

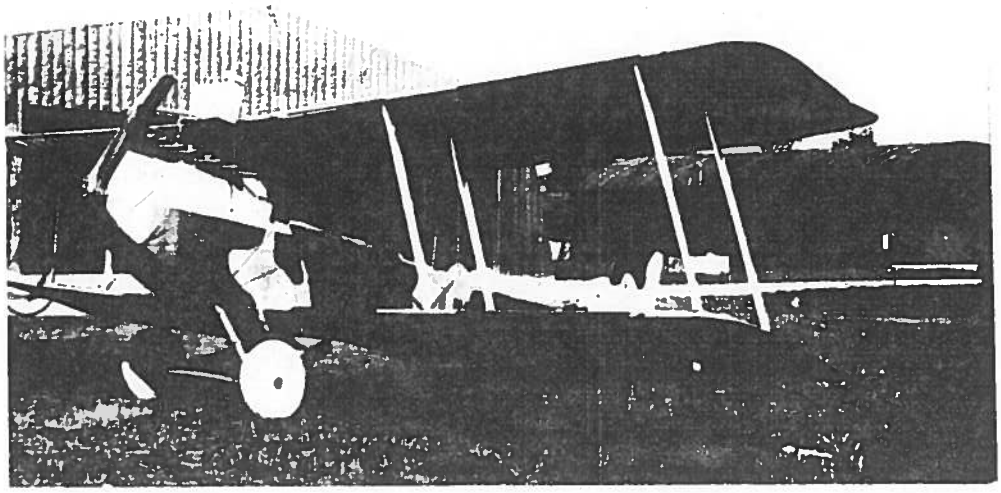
Without the noisy lieutenant the negotiation continued peacefully until an attendent entered the room and whispered something to Dr. Bernardin that made him turn pale. Dr. Bernardin took Col. Rosicky aside and said, "I have just been informed that an airplane which tookoff from the airfield has crashed in the town. One of the crew is dead and the other seriously wounded. These men are certainly airmen from the Czech troops because both men had Czech tricolors on their caps." It was dreadful news, but Col. Rosicky had to continue with the negotiation because he wanted to prevent useless bloodshed. Finally he told the District Committee that if the airfield was attacked he would send to Plzen for heavy artillery which would shell the town. The German gentlemen admitted that this was compelling logic and the negotiations were successfully completed.

Having said his goodbyes, Rosicky hurried away to visit with the injured airman. Leaving the Council House he ran into an ugly scene. The square was crowded with citizens who shouted at him and threatened him with their fists and canes. He was called every bad name in the books, some of the repeatable ones being "robber", "dog", and "rogue". The gentlemen of the District Council were as surprised as Rosicky and they ordered the citizens to disperse. More shouts, outcries, and treats were the citizens' answer. The situation was so bad that Rosicky asked the members of the District Council to appoint someone to accompany him to the hospital. Colonel von Brunn ordered the lieutenant who had interrupted the meeting to accompany Col. Rosicky. The lieutenant sat down in the Czech car without pleasure, and with the big Czech soldier sitting in the rear seat the car made it way through the crowd with great difficulty.

Once out of the town square, the car was able to increase it speed. When Col Rosicky arrived at the hospital, a doctor lead him to a bed on which lie the dead man. "I can not help this one.", the doctor said. "It is airman Antos," Rosicky said, "one of my most excellent pilots."

On returning to the airfield, Rosicky learned that Antos, disobeying a temporary ban on flying, had chosen the Brandenburg two-seater from which the two German airmen had fled when the Czechs arrived. Taking off with his observer, he had flown low over the town and, while making a sharp turn, he had crashed. At first Rosicky thought that the airplane might have been sabotaged by the Germans, but this suspicion was refuted by all the

Brandenburg B.I most likely on the airfield at Cheb. Note the similarity of the background in this photo and the other photos that accompany this article. The aircraft is painted in the three-tone camouflage used by the Czechoslovak Air Force in the 1920s. (via Klupak)



Czech pilots and by the captured German airman who said that there would not have been enough time to damage the Brandenburg because the Czech occupation of the airfield had been so quick.

After a tour of the airfield, Rosicky decided that there was so much valuable material in the warehouses that he would have to extend his stay on the airfield beyond the one night alloted by the Military Command in Prague. Since he did not trust the Volkswehr to refrain from attacking before he could get all this material loaded and shipped out, he wired to Plzen for two armed military groups to guard the airfield and to help with the loading. He then went to the local railroad station and asked the station master to provide him with a train. The station master said that he could not comply because no railway wagons were available. Colonel Rosicky went away but he soon returned with a company of Czech soldiers who occupied the rail station and set up a machine gun at the entrance. The station master soon found the necessary equipment.

Meanwhile, reports were coming in that two regiments of the Volkswehr were preparing to attack the Czechs at the airfield. However, on 13 November the train left for Prague without further trouble. Thirteen complete airplanes were brought out by train, as well as three tankcars of oil, two and half tankcars of petrol, one wireless radio station, an entire technical shop, aircraft tires, a large number of new aircraft engines, tools, a large supply of flying clothes, and seven horses.

In addition, ten airplanes were flown from the airfield. Nine of these arrived in Prague: one pilot lost his way and had to make a forced landing in Bravarian territory.

The following aircraft are known to have been obtained at Cheb: Brandenburg C-I, Albatros C-I, Lohner two seater, Berg fighter, Phoenix fighter, Albatros D-V, Austrian Aviatik fighter, and Fokker D-VII.

These aircraft and the brave men who had undertaken the corageous expediton to Cheb, served as the foundation of the new Czechoslovakian Air Force. The airfield at Cheb would later become the home of a flying school for Czech fighter pilots.

Jaroslav Klupak (SAFCH #144), 26 Jiraskovo Namesti, Plzen, CZECHOSLOVAKIA

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Aeroclub Models, Scale Aircraft Kits and Accessories. 5 Silverwood Ave., Ravenshead, Notts., NG15 9BU England. Catalog 34P.

Aeroclub Models keeps expanding their offerings. Their 1984 Catalog (revised June issue) shows many new and interesting items. Cast-metal accessories in 1/72-scale that caught my eye include: Mercedes 160 hp, Wright 1820 F series Cyclone, Pratt & Whitney Wasp 1340, and Turbomeca Astozau engines; Soviet VS-IBRI ejection seat; Oerlikon 20 mm canon; WWI wheels; target tug winch; and exhaust stubs for Merlin. Their line of vacuform kits now includes the Hawker Demon, DH Chipmunk, Gloster Gamecock, DH Gypsy Moth, Sopwith Pup in 1/48 scale, and a Pitts S1D in 1/32 scale. The next 1/48-scale kit will be the Gnat F1. Their first vacuform kits in 1/72 scale are scheduled for release in late 1984 and include the Pilatus P2 and Auster AOP9. Conversion kits include a vacuform nose for the Airfix Canberra, resin-cast Hercules engines for the Airfix Lancaster, resin-case Griffon engine for the Airfix Spitfire, and a sheet of vacuformed seaplane floats. They are even producing decals: the first sheets contain British civil registration numbers in several colors and sizes. They also carry Contrail styrene wing struts and tube & rod packs.

This is only a partial list of goodies available from Aeroclub Models. Write for a catalog and you will discover a whole new world of modeling enjoyment.

SHORT NOTICE: Volume 3 of "NZPAF/RNZAF AIRCRAFT COLOUR SCHEMES" by Warren P. Russell is now available. It is devoted entirely to RNZAF Corsairs. 180 pages with 160 photos, drawings showing colour schemes and markings, Humbrol equivalents for RNZAF paints, and individual aircraft histories. Called "The most detailed and complete account ever written on Corsairs in RNZAF service." Costs NZ$ 27.00 which is approximately US$ 13.50. Order from: New Zealand Aero Products, PO Box 17, Invercargill, NEW ZEALAND. [No, you didn't miss Volume Two. It has been delayed and will "probably follow in about six months time (don't ask why!)".]

KPL Models, 703 Cannon Rd., Silver Springs, MD 20904.

New releases from KPL Models include the following 1/72-scale vacuform kits: Brewster Buccaneer $4.95; SM.91 $6.95; SM.92 $6.95; VL Pyorremyrsky $3.95; Ki.64 $3.95; Ki.188 $6.95; Ki.60 $3.95; Fokker T,V $7.95; Fokker T.IX $7.95; Fiat CR.25bis $7.95; Amiot 350 $7.95; IMAM Ro.58 $7.95; and SAAB B.18 $7.95.

Postage charges. US add $1.50. Foreign add 20% for surface mail or 70% for air mail. Payment in cash, check from a US bank, or money order in US currency payable to KPL Models-Ken LaSala.

Fokker D.VII in Austria, Hungary, & Czechoslovakia

The Austro-Hungarian k.u.k. Luftfahrtruppe used many German-designed aircraft during the Great War. Some of these, such as the Albatros D.III, were also used by the German armed forces, while others, such as the Hansa-Brandenburg C.I and D.I, were used only by Austria-Hungary. It is not surprising, therefore, that Anthony Fokker offered the V.11 biplane to the Austro-Hungarian authorities after the success of this aircraft in the first D-type competition in early 1918. The V.11 was developed into the D.VII.

As a result of negotiations between Fokker and the Austro-Hungarian authorities, the experimental Fokker V.22 (werk nummer 2342) was sent to MAG (Allgemeine Ungarische Maschinen-Fabrik A.G. - General Hungarian Machine Company) in Matyasfold for flight testing. The V.22 was fitted with a 200 hp Daimler engine and Jaray four-bladed propeller. This aircraft received serial 90.05.

At first, the Austro-Hungarian air staff were not overly enthustiastic about the V.22 (the test pilots were enthusiastic), however, the success of the Fokker D.VII on the Western Front led to a re-evaluatin of the air staff's thinking and the D.VII was ordered from MAG as the series number 93; from Oesterreichische-Ungarische Flugzeugfabrik "Aviatik" as the series number 132, and from Fokker at Schwerin in Germany as the series 93.

Late in 1918, Fokker shipped six D.VII fighters to MAG who installed 225 hp Austro-Daimler engines and 8-mm sychronised Schwarzlose machine guns before transferring the aircraft to the Luftfahrtruppe. The main external difference from the German-built D.VII fighter was the angular radiator, similar to that used on other Austro-Hungarian aircraft, in particular the oest-ung Aviatik D.I.

MAG had the D.VII in production when the War ended. The prototype MAG-built D.VII had flown but had not been officially tested. Aviatik had only reached the initial planning stage and no D.VII fighters were constructed by Aviatik.

With the dissolution of the Austro-Hungarian Empire, an independent Hungarian Republic was established on 17 November 1918. Internal conflicts between rival factions saw the Communists succeed in setting up a Soviet Republic in the spring of 1919. Czech and Rumanian forces invaded the country from the north and east respectively, and Serbian troops of the Yugoslavian armed forces invaded from the south. To compound matters, a French expiditionary force occupied serveral areas in southern Hungary.

The Hungarian Red Army was created in April and an air arm was hastily organized as the Voros Legjarocsapat (Red Airborne Corps) which was to be built up to eight Voros Repuloszzad (squadrons) and a marine division. Any and all aircraft within the areas controlled by the Republic were pressed into service. These were mostly of Austro-Hungarian origin, but the acquisition of 40 aircraft from General von Mackensen's Army, which was returning home to Germany from Rumania via Hungary, gave a much needed boost to the Voros Legjarocsapat's complement of aircraft. There were Fokker D.VII fighters amonst these aircraft. Another source of aircraft was the ex-MAG factory and airfield at Matyasfold where a number of oest-ung Aviatik and Fokker fighters were obtained. It is not known if these were Fokker D.VI or D.VII fighters. Seven Fokker D.VI fighters had been transferred to the k.u.k. Luftfahrtruppe in August 1918, and some were used by the Voros Legjardocsapat as will be related hereunder.

Production of the Fokker D.VII at the MAG factory had continued after the end of the War and about 50 are believed to have been completed. These aircraft carried the 93 serial designation. This was later changed to H (the significance of which is not known). For example, 93.02 became H-02. A few MAG-built D.VII aircraft were modified as two seaters with their fuel tanks tranferred to the upper wing.

On 12 March 1919, the Hungarian First Flying Group had the following Fokker D.VII fighters on strength: D.VII (MAG) 93.01 with 200 hp Austro-Daimler engine, and six Schwerin-built D.VII with 225 hp Austro-Daimler engines. At the Hungarian aircraft depot at Cinkota, the following Mercedes powered D.VII fighters were recorded: 4053/18 and 4067/18, both OAW built; 5061/18 and 5141/18, both Schwerin built; and 5287/18, 5319/18, 5323/18, 5328/18, and 5329/18, all Albatros built.

The Fokker D.VII is recorded as having been used by the 8th Voros Repuloszazad. This unit consisted, in the main, of former members of the Austro-Hungarian Fliegerkompanie 42J, including the Commanding officer, Laszlo Hary. On 16 April 1919, the 8th Voros Repuloszazad possessed two German-built Fokker D.VII fighters; two MAG-built single seat D.VII fighters serial numbers 93.03 and 93.07; and two MAG-built two-seat versions of the D.VII serial numbers 93.02/H-02 and 93.08/H-08, as well as two Fokker D.VI fighters. At this time it was responsible for the defence of Budapest. These aircraft were supplemented by a Rumanian Nieuport 17Cl which had been captured on 15 May after being forced to land.

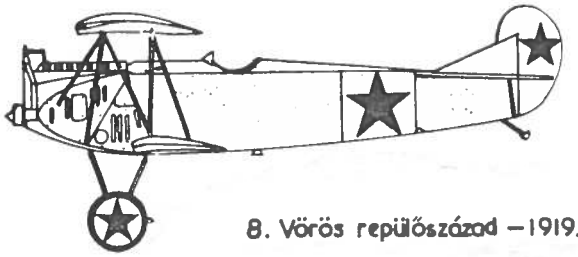
The day following the capture of this Nieuport, the 8th Voros Repuloszazad moved to the meadows of Mezotarkany in support of the 3rd Brigade. Action took place against ferry points at Sajo and Hernad. In June, Fejes was attacking an armored train near Iosonc when his machine gun fell off its mount damaging the propeller of his D.VII. He had to make an emergency landing behind Czechoslovakian lines were he was made a prisoner of war. He was repatriated home after the end of hostilities.

The same month saw the 8th Voros Repuloszazad sent to Gyor to stop raids by Czechslovakian aircraft into Hungary. On the 21st, a daring raid was carried out on the Czechoslovakian airfield at Nemesocsa. Two enemy aircraft were reported to be at this airfield and it was planned to "liberate" these aircraft. Fuzko, Ezer, and Szolar squeezed into a Brandenburg two seater which was to land on the Czechoslovakian airfield. Fuzko and Ezer were to fly out the Czech aircraft. The Brandenburg was escorted by a group of six Fokker and Berg fighters, and while the fighters shot up the airfield the Brandenburg landed. Unfortunately, the two aircraft were no longer there; Ezer gathered up the canvas Tee wind indicator as a "war trophy" and, to add insult to injury, he left a receipt so that the Czechs would know who had carried out the raid.

Details of the actions of the Hungarian Fokker D.VII fighters are scarce and most activity seems to have been directed against ground targets. In July, the report of a Rumanian bomber entering the area of the 8th Voros Repuloszazad sent a Fokker D.VI and two Fokker D.VII fighters scrambling to intercept. Upon catching sight of the Hungarian fighters, the Rumanian aircraft dived into the clouds and escaped. This bomber has been described was a three-engined Farman, an identification which seems suspect.

After 133 days, the Hungarian Soviet Republic ceased to exist. Much aviation material was taken by the victorious armies, but according to reports it was little used and allowed to rot in the wagons which had brought the material from Hungary. The Hungarian Nationalists were able to withdraw some dozens of aircraft to western Hungary where they were put to good use until aviation was forbidden by the Treaty of Trianon. When civilian aviation was again permitted, five Fokker D.VII aircraft were rebuilt in 1924 and received civil registration (H-MFOA to H-MFOE). Clandestine military activities had been taking place since 1921 despite the presence of the Allied Military Control Commission. Training was carried

out ostensibly for the national airline MALERT (Magyar Legiforgalmi Reszvenytarsasag). In 1926, a few modified Fokker D.VII trainers are reported to have been supplied by the Central Repair Workshops. There was still at least one in service on 1928.



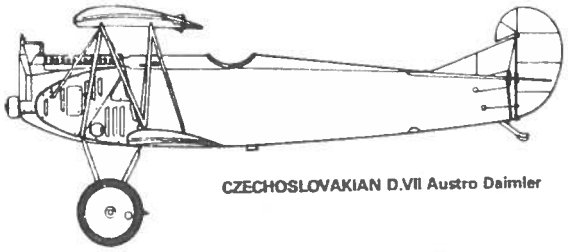
8. Vörös repülőszázad – 1919.

The Czechoslovakian Air Force is known to have at least three Fokker D.VII fighters. When the Repubic was founded in 1918, it had very few aircraft, but a concentration of aircraft was located at the airfield at Cheb in the Sudetenland. Cheb had been a collection point for Austro-Hungarian aviation material which was to be scrapped and many Czech pilots had left their aircraft there when returning home after the Armistice.

In November 1918, an armed party took Cheb and aircraft were flown out to the air arm of the new Czechoslovakian Republic. It is known that on 11 November, one Fokker D.VII was flown out with three other aircraft of German and Austro-Hungarian manufacture. Czechoslovakia obtained another flyable Fokker D.VII from an unknown source.

The third Czechoslovakian Fokker D.VII carried the serial 38.67. This was the Fokker fighter of Fejes, captured when it was forced to land in Czech-controlled territory. The Czech version of the events which led to this aquisition varies slightly from those recorded above. According to Czechoslovakian accounts, three Hungarian fighters attacked a Czech position at Komamo when the sychronisation gear of a D.VII failed causing it to damage its propeller and forcing it to land. A photograph purporting to be this aircraft shows a D.VII with the characteristic Austro-Hungarian radiator and Schwarzlose machine guns with the first form of the Czechoslovakian national insignia - the former Imperial Russian cockade - applied to the lozenge-fabric covered airframe. All known photographs of Fokker D.VII fighters with MAG serials show the aircraft covered in plain fabric. Therefore, it is assumed that the D.VII fighters in lozenge fabric are of German origin. This supposition is given further weight by the fact that 3867 was the werk nummer of one of the Schwerin-built D.VII fighters sent to MAG as related above. The Czechoslovakian air force used this as the serial number in the form 38.67. It is not known if the Hungarians used the werk nummer in the same way as no clear photographs of Hungarian lozenge-fabric covered D.VII fighters are known to the author. The Czechoslovakians used the original serial numbers of their acquired aircraft for some time before they adopted their own serial system.

Aircraft 38.67 was in use at an air school near Prague in 1920. After it was damaged the same year, it was repaired at the Air Arsenal and sent to the pilot's training school at Cheb. In 1922, it was recommended that this aircraft be written off, but no comfirmation of this action is available in the existing records. A Czech Fokker D.VII with four-bladed propeller and Austro-Hungarian type radiator was still in service at Mlada Roleslav on 18 October 1928.



CZECHOSLOVAKIAN D.VII Austro Daimler

Before concluding this chapter, it should be stated that the Fokker C.I was never used in Hungary. Information to the contrary is due to the misidentification of the two-seat Fokker D.VII conversions built by MAG. The C.I was never accepted by the German authorities and all these aircraft went to the Netherlands with Anthony Fokker.

Acknowledgements: Thanks to T. Goworek for details of the operational use of Hungarian Fokker D.VII fighters; the Narodni Institute in Czechoslovakia; and especially to Peter Grosz and George Haddow for use of material from their forthcoming book on Austro-Hungarian aviation.

Colin Owers (SAFCH #261), PO Box 73, Boorowa, NSW 2586, AUSTRALIA

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"Register fur Gleitflugzeuge Segelflugzeuge Zivil - und Militarflugzeuge Osterreich 1955-1983", by Haubner and Schroeder. OFH Nachrichten Sonderheft Nr. 11. Available from OFH, Kannegasse 1/1, A-150 Wien, Austria. Price Os 150 (at current exchange rates, approximately $7.00 postage included).

This book contains 121 pages of tables listing the registration numbers, construction numbers, and previous & follow-on registrations for all civil and military aircraft used in Austria from 1955 to 1983.

The military section occupies 23 pages and lists the following aircraft. Registrations listed below is the first in the series. A;; others are in alphabetical order, except where noted.

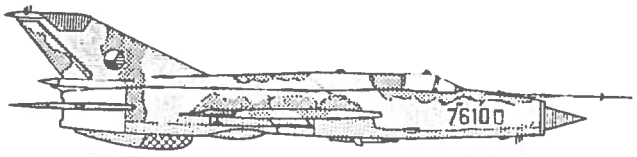
Alouette II 3D-XJ (16 a/c); Alouette III 3E-KA (26 a/c); Bell H-13H 3B-HA (17 a/c); Bell 47G-2 3B-XA (-XI absent) (10 a/c); Agusta Bell 204B 4D-BA (26 a/c); Agusta Bell 206A 3C-JA (13 a/c); Bell OH-58B 3C-OA (12 a/c); Agusta Bell AB 212 5D-HA (24 a/c); Cessna 172 2A-AI (1 a/c); Cessna 182 3A-AI (2 a/c); Cessna L-19A 3A-CA (22 a/c); Cessna L-19E 3A-BF (-BJ absent) (7 a/c); DH 115 T55 Vampire 5C-YA to -YC, -YR to -YS, and 5C-VD to -VF (8 a/c); DH Canada L-20 Beaver 3B-GA (6 a/c); Fiat G-46 3A-BA (5 a/c); Fouga Magister CM.170R 4D-YD (-TR and -YS absent) (18 a/c); NA LT-6G 4C-TA (10 a/c); Piaggio P.149 3E-AB (1 a/c); Pilatus PC-6 Turbo Porter 3G-EA (12 a/c); Pilatus PC-7 Turbo Trainer 3H-FA (6 a/c); Piper PA 18 2A-AO to -AW and -HJ (20 a/c); SAAB 17A 4D-AA (1 a/c); SAAB J.29F yellow A-O and red A-O (30 a/c); SAAB 91 Safir 3F-SA (24 a/c); SAAB 105o yellow A-J, green A-J, red A-J, and blue A-J (40 a/c); Short Skyvan Skyvan 5S-TA (2 a/c); Sikorsky Westland S-55 4D-XL (10 a/c), Sikrosky S-65C-2 5L-MA (2 a/c), Yakolev Yal-11 4C-AE (4 a/c); Yakolev Yak-18 3A-AA (4 a/c); Zlin Z.126 2A-AK (4 a/c); and various gliders S2-0442 (0445 absent) (4 a/c).

The photo section contains 30 photos including 4D-BW, 3E-XJ, 3F-SV, and SAAB J.29 "F".

"I was going through some back issues of AVIATION WEEK AND SPACE TECHNOLOGY and found photos of the following aircraft: Egyptian camouflaged Su-7 (6 Nov. 1978); Polish aircraft, including MiG-21, (5 Feb. 1979); Chinese MiG-15 and -17 (26 Feb. 1979); Chinese MiG-21 (10 Sept. 1979); Chinese F-9, F-8, Tu-16 (1 Oct. 1979); Algerian MiG-25 (12 Nov. 1979); Afghan MiG-17 (11 Feb. 1980); and Afghan Mi-24 (25 Feb. 1980)."

Bill Retoff (SAFCH #596), RR 2 Box 6, Minonk, IL 61760

CZECHOSLOVAK MiG - 21MF



Thanks to KP Czechoslovakia, we now have a MiG-21MF model in 1/72 scale. Its box sports a new purple motif and a nice painting of a camouflaged Czech -21 graces the face. Alternate color side views are placed on the sides.

Inside are the kit's 61 pieces, on four trees. The model is molded in white plastic with less flash than earlier KP offerings. The canopy is clear. No pilot figure or stand is included.

For those who have cussed the putty work needed with KP's La-7, L-29 Delphin, or MiG-17, the good news is the larger pieces on this one fit well. Not much work at all is needed.

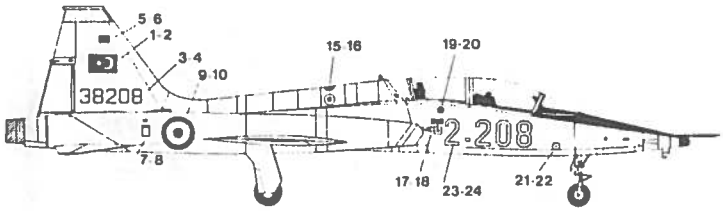
As for detail on the exterior, it's achieved with raised lines, except for flaps and the rudder; they're inscribed.

The "bittiness" of the MiG-21MF is captured to good effect with separately molded scoops, deflectors plates, underwing aerials, and "odd rods". The only bad thing to all this is a lot of time put in on sanding to get all the small parts to blend properly to the exterior. And, some of the intakes appear oversized when first attached to the fuselage, though they can be sanded down to a proper look.

Landing gear and bracing are well formed, as are the wheels and doors. But the wells are mostly featureless.

Underwing stores options include two drop tanks, two rocket pods, and two Atoll missiles that can be put on the four two-place wing pylons and the underbelly pylon. The ventral gun pack is molded separately.

The cockpit interior is a six-piece affair with a console, pedals, stick, and a textured seat assembly. It's basically like the interiors of KP's earlier MiG models.



The instruction sheet is well diagramed. On it are illustrations for optional armament loads, landing gear assemblies, and a head-on view showning the right "hang" of the wings, tail planes, and drop tanks. Instructions are multi-lingual. An English version is included.

Finally, the plans describe and illustrate four different color schemes: two camouflaged MiGs (both Czech) and two natural metal MiGs (one for a somewhat colorful Czech border guards craft; the other for a Hungarian Air Force MiG ... it's pointed out that the latter might be a silver spray job rather than natural metal).

The decal sheet is KP's most involved yet. Four full sets of numbers (from zero thru nine) are provided. One set is in black, to go on the all-metal Czech MiG. Another is in white (overlay the black on this slightly fatter white for a camouflage Czech version). This color separation is repeated (with a stenciled look) in red and white for the Hungarian all-metal/silver scheme. The Hungarian Air Force stars are broken down into a green dot, a holed red star, and a slightly bigger white star. Czech insignia are also included. Decals for the main console, the side panels and the seat harness flesh out the pilot's office. The overall appearance of the transfers is slightly color faded.

The kit looks great when finished. Since there's a ton of small air forces that use this MiG, SAFO reader interest should be good towards the kit. (My first effort turned out as a cammyed East German Fishbed J.)

I think models are overpriced nowadays. The KP MiG-21MF can be had for about six bucks at a good hobby store in the USA. In this case, it's worth the throw,

William Retoff (SAFCH #596), RR 2 Box 6, Minonk, IL 61760

TURKISH T-38A

The T-38A Talon jet trainer is the fifth and latest aircraft kit by PM Turkey. This kit consists of 27 parts in white plastic, a fairly clear canopy, and a clear two-piece stand. Pilot figures are not included.

The plastic is on the brittle side, especially the canopy, which is both brittle and thin. My kit came directly from overseas and it arrived with a crack in the canopy. (Editor's note: so did mine.) The box is made of not-too-sturdy cardboard, which may account for the damage. A nice color painting of three Talons in Turkish Air Force markings adorn the front and back of the box.

The kit is rather basic, so a detailed-minded modeller will either have to do a lot of scratch building or look elsewhere. The raised surface detail is extremely subdued. The underside nose antenna is molded on. Except for the seats, their locating pins, and the housing behind the seats, the cockpit is bare. The front "dashboard hump" looks too narrow when compared to photographs. The landing gear have the same "basic-ness" and the landing-gear doors are a little thick.

The kit actually represents a F-5B, complete with wing-tip tanks. Working it into a T-38 involved chopping off the leading edge of the wing where it meets the fuselage (this step appears to be called out in the Turkish-language instructions) and re-contouring the intakes. Leave the tip tanks off, I've never seen then on a T-38A. The two dorsal air intakes on the rear of the fuselage are absent from the kit; these can be added from scrap plastic or left off to represent an early Talon. The locating pins for the front seat are too far forward; after consulting some photographs, I removed the pins and repositioned the seat.

The decals provided with the kit contain markings for a Turkish (roundels, not squares) and a Portugese aircraft, plus a few common markings. Both aircraft are white overall with black antiglare panels, barber-pole pitot tubes, and unpainted-metal exhausts. The decals are reasonably thin and hold together well, but the clear is slightly yellow. Wing-walk lines are not included, nor are any decals for the instrument panels.

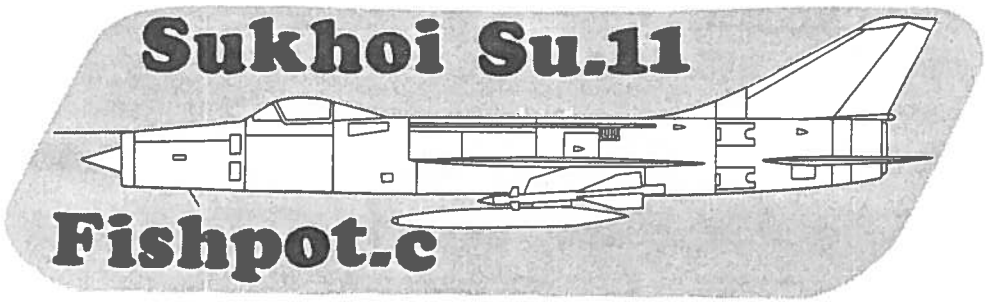
The decal sheet has six Portugese crosses and the instruction sheet shows four on the wing and two on the intakes. However, according to the photographs I've seen, only the two crosses on the intakes are needed. Finally, the crosses on the decal sheet have red surrounds, which is not correct. The surrounds should be dark blue.

This model took me about 12 hours to assemble, quicker than usual. The finished product is simple, but looks great. In its F-5B guise, which is a bonus for small-air-force modellers, it would probably look just as good.

The only real bummer is the price. Apparently if you can find it in the USA, the kit goes for about four bucks plus change. At that cost, I think PM would be better off putting out kits that haven't been done before.

PM's other offerings, to date, are: Spitfire Vb, F-5A, and Mirage IIIE (all in 1/72 scale); and F-4E Phantom in 1/100 scale.

Bill Retoff (SAFCH #596), RR 2 Box 6, Minonk, IL 61760



Sukhoi Su-11 Fishpot C by AAA MODELS: 1/72 scale vacuform model.

The selection of readily available 1/72-scale injection molded kits of modern Soviet combat aircraft is steadily improving. Thanks to KP of Czechoslovakia, we have kits of the MiG-15, -17, -19, and -21. Hasegawa provides the MiG-23, -25, and -27; while Airfix gives us two very welcome helicopters; the Mi-24 and Ka-25. The dominance of MiGs among the fixed-wing aircraft is challenged only by a rather indifferently-molded and hard-to-find kit of the Su-7 from East Germany's VEB.

To achieve a more representative collection of the contemporary Soviet Air Force, the modeler must turn to the vacuform companies.

The Su-11, a delta-winged relative of the Su-7, is now available as a 1/72-scale vacuform kit from AAA Models. The kit consists of a 25-cm by 19-cm sheet on which are molded the fuselage, wings, drop tanks, etc. This sheet is very thick (approximately 1 mm) so that the parts should go together as easily as an injection-molded kit. A female mold was used to form the sheet and the surface detail consists of engraved lines which, however, need a little rescribing to improve their definition.

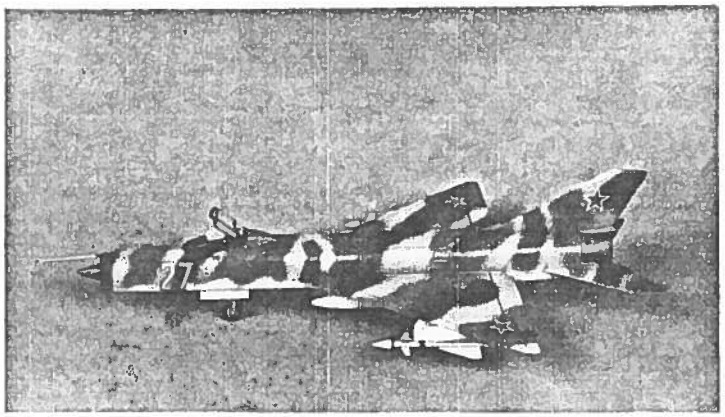
You will not have to raid the proverbial spares box as much as for other vacuform kits because most of those parts that are so unconvincing when vacuformed are provided as injection moldings. Included are the nose probe, wheels, landing-gear struts, and two Anab missiles. The only parts you need to provide are weapon pylons and the fuselage duct fairings from sheet plastic, and the ejection seat & instrument panel from a MiG-21 kit (according to the instrruction sheet). The landing-gear struts are quite simple so some detailing is called for here, but the other injection-molded parts are well done.

The cockpit canopy is clearer than found in most vacuform kits, but not as good as found in some injection-molded kits.

The instruction sheet is good and includes an exploded view detailing the construction and a 3-view 1/72-scale drawing which specifies a light grey overall color scheme.

No decals are included, but Soviet stars and numbers are readily available in any of the above mentioned MiG kits or on several MicroScale sheets.

This kit is available for $9.99 from RVF, PO Box 107, Burbank, CA 91503 (or for $7.50 from the SAFCH).



Other 1/72-scale vacuform kits of Soviet aircraft announced by AAA Models for release in the future include the Su-22, Su-17, Su-20, Su-9, Su-9U, An-72, An-14, Yak-11, Yak-18, Be-12, MiG-29, Su-25, Tu-16D, Mi-8, Yak-36, Yak-28P, Yak-28, Yak-25RD, Su-19, MiG-31, & Mi-14. Of greater inertest to the SAFCH modeler are their announced intentions to produce 1/72-scale kits of the Argentine IA-63 jet trainer, the IAI-201 Arava, and the Hispano HA-220 Super Saeta.

RVF's catalog (available from RVF for 50¢) announces their intention to produce 1/72-scale vacuform kits of the following SAFCH subjects: Hindustan HF-24 Marut, Embraer EMB-121A Xingu II, EMB-312 Tucano, CASA C-101 Aviojet, IAe.24 Calquin, IAe.30 Namcu, IAe.27 Pulqui I, IAe.33 Pulqui II, MB.339A & K Veltro 2, and many more interesting subjects.

If even a small portion of these plans become a reality, it would be a SAFCH modeler's dream come true. SAFO readers are encouraged to give RVF and AAA Models all the moral support possible.

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PLASTIC KIT CONSTRUCTOR, Vol. 2, No. 3, Autumn 1984. Published by PAMAG, 22 Slayleigh Ave., Sheffield S10 3RB, South Yorkshire, England. Single copies 80p or $2.00. Subscription rate unknown.

Subtitled "For Aircraft Modellers" and with a number of contributors who are also longtime SAFCH members, this magazine should be of interest to many SAFO readers.

The first issue at hand consists of 28 pages each measuring 15 cm by 21 cm. A review of the complete contents of this issue should give you a good idea of their editorial viewpoint.

"Fairey's Long-Range Monoplane"; 2 pages with history, 2 photos, and 3 side-view drawings. "Airframe's Fairey Long Range Monoplane"; an excellent 2 page description of building the vacuform model complimented by 4 photos of the model in various stages fo construction. "Polish Air Force Jet Fighters"; 4 pages of drawings (side views: 2 Yak-17, Yak-17W, Yak-23, Lim-2, MiG-17F, Lim-5, MiG-17P, MiG-19P, & MiG-21MF; and 4-view drawing of MiG-23) by SAFCH friend, Tomasz Kowalski. "Swop Yer!"; 2 page history of aeronautical cigarette cards. "Kit Review; Protar MZ 250 ETS/1G (250 ISDI)"; 2 page review of a motorcycle kit (For Aircraft Modelers?). "Airfix Boeing 747" 1/2-page description of converting the wing to take-off configuration using drawings that appeared in Flight International (12 Dec 1968). "Il Baffo; The 65a Squadriglie d'Assalto in the Spanish Civil War"; 2 pages of text and drawings of the Breda Ba.65 by SAFCH member Bob Massey. "Fokker D.VII"; 2 pages of drawings (4 Polish and 2 Soviet aircraft) by Tomasz Kowalski. "Martin Baker 9A/10A Ejection Seats"; one page of drawings. "Chipmunk T.10 A.E.F. Colour Schemes"; one page of drawings. "Kit Reviews" 3 pages (ESCI F-4C/D, Airfix Boeing AWACS, Hasegawa Bell 206, ESCI & Hasegawa Sea Harrier). "Golden Oldies"; one page review of the Merit Hunter. "Photo Page"; 8 photos of a US Navy C-118B.

Subscriptions or single copies directly from the publisher or in the USA & Canada from SAFCH member J.J. Daileda, 4314 West 238th St., Torrance, CA 98505.

CRONICA DE LA AVIACION ESPANOLA, by Pecker and Perez. 272 pages, 24 cm by 30 cm, 75 color photos, and 57 black & white photos. Hardbound. Published by: Silex, Cid 4, Madrid-1, Spain. 8,000 pesetas (approximately $47.00 at the current exchange rate).

This book was described briefly in SAFO #32 where the comments were based solely on the contents of an advertisement brochure. Now the actual book is at hand and it is every bit as good as indicated by the advanced notice.

First let me clear up any questions you may have about the price. The price is not unreasonable considering the quality of the production and the relative rarity of the subject matter. The photos, particularly those in color, are very well reproduced. In addition, very few of the photos were familiar to this reviewer. But, it is the contents of the book that sets it above the ordinary. The following summary concentrated on the photo coverage for those potential readers who, like the reviewer, are handicapped by a lack of a reading knowledge of the Spanish language.

Chapter 1 "Los Globos": Early flights of fact and fancy; mostly balloons.

Chapter 2 "Del Globo al Dirigible. Aerostacion Militar": Observation balloons and the military dirigibles "Torres Quevedo" and "Espana".

Chapter 3 "Los Primeros Aerplanos en Espana": Farmans, Wrights, Santos Dumont, and Beriots, but the old cars steal the show.

Chapter 4 "La Campana de Marruecos (I) De 1909-1914" Nieuport monoplanes in the deserts of Morroco. Probably the first use of aircraft in war.

Chapter 5 "La Campana de Marruecos (II)": Breguet XIV, DH-4, Dornier Wal, and Breguet XIX.

Chapter 6 "Aviacion Comercial hasta 1936": Dornier Wal, Bristol biplane, Rohrbach Rolland, Ford Trimotor, DH Dragon, and Douglas DC-2.

Chapter 7 "Construccion Aeronautica hasta 1936": Loring R-3, Barron's biplane, Farman G-50, DH-9, Cierva autogiros (1922, C-3, C-5, C-6, C-19, & C-30), Breguet XIX, Hispano E-30, Avion HS-34, GP-1, and GP-2.

Chapter 8 "El Vuelo del 'Plus Ultra'": In 1926, Dornier Wal 'M-MWAL' flew from Spain to Buenos Aires (a distance of 10,270 km) in 59 hr 40 min.

Chapter 9 "Dos Raids en Patrulla": Long-distance flights by the military. In 1926, three Breguet XIXs flew 16,900 km from Madrid to Manila. Between 10 December 1926 and 26 February 1927, several Dornier Wals flew down the west coast of Africa to Santa Isabel Island in the Gulf of Guinea and back.

Chapter 10 "'Jesus del Gran Poder' y 'Quatro Vientos'": In 1929, a Breguet XIX flew from Spain to Cuba via Buenos Aires, the west coast of South America, and Central America. In 1933, a Breguet XIX Superbidon flew nonstop from Sevilla to Cuba and then on the Mexico City.

Chapter 11 "Dos Raids Civiles: Pombo y Rein Loring": Loring made two flights from Spain to Manila. In 1932, he made the trip in a Loring E-11 and then in 1933 he flew the same route solo in his Compter Swift 'Ciudad de Manila' EC-AAT'. In 1935, Pombo flew a British Aircraft Eagle from Santander to Mexico City via the South Atlantic.

Chapter 12 "La Guerra Civil Espanola": A good coverage with some fairly familiar photos. This chapter contains the only major disappointment of the book; the two pages of color photos of aircraft models could have been better used for color side-view drawings.

Chapter 23 "Aviacion Militar durante la Post Guerrs": The photos, both black & white and color, are too numerous to list. A few that caught my interest were the mockup of the HS-50, Catalina, Fiat G-50 with roundels, and the HA-300.

Chapter 14 "Aviacion Comercial en la Post Guerra" Propeller-driven airliners.

Chapter 15 "Aviacion Comercial desde los Anos Setenta hasta Ahora" Jet-driven airliners.

Chapter 16 "Aviacion Deportiva": Sports aircraft.

Chapter 17 "Aviacion Militar Actual": Great black & white and color photos of current military aircraft. Also the only three-view drawing in the book; a US Marine F-18.

Chapter 18 "Construccion Aeronautica Actual": Aircraft currently in production in Spain. Pride of place goes to a color photo of the AISA autogiro.

In conclusion, an expensive book that is, for once, worth the price.

FORCED MARCH TO FREEDOM by Robert Buckham. Published by Canada's Wings, Inc., Box 393, Stittsville (Ottawa), Ontario, K0A 3G0. $11.95, 98pp, cloth, 56 drawings, maps.

"It's Christmas Day, 1944. A small, green, hardbound book is issues to the prisoners-of-war of the Allied Air Forces in Stalag Luft III, Sagen, Germany. Entitled "A Wartime Log for British Prisoners", it contains 115 blank pages. RCAF pilot and prisoner-of-war Robert Buckham begins to fill them with words and sketches just ten days before his first forced march. The book fits snugly into the large thigh pocket of his tunic, where it remains, with pencil, until he is liberated some four months later.

"FORCED MARCH TO FREEDOM is the abridged reproduction of that diary and its sketches.

"Between January and May 1945, Flight Lieutenant Robert Buckham, along with thousands of other POWs in Germany, endured two exhausting forced marches when advancing Soviet forces pushed the Germans back. For men already weakened by months in captivity, the marches, through deep snow and in bitterly cold winter weather, were harsh. For some, they were fatal.

"A considerable body of literature, both fact and fiction, has been written about life behind barbed wire, but little has been told of the day to day existence of a prisoner enduring the forced marches that were commomplace during the last months of the Second World War. This book fills that gap superlatively.

"The 54 illustrations are reproductions of the line drawings sketched by the author during the marches. These small drawings and painting were carefully rolled into a tube created from soldered Klimcans (empty ersatz milk tins) and were thus protected from the destructive winter elements. Valuable historical works in themselves, a selection of these painting is in the collection of the Canadian War Museum, Ottawa.

"The deceptively simple words and drawings of FORCED MARCH TO FREEDOM work together to create a singular and very moving book. The experiences described are unique; the emotions are universal."

(Editor's comment: The above review was provided by the publisher. One copy of FORCED MARCH TO FREEDOM is availble form the SAFCH office for US $7.00.)

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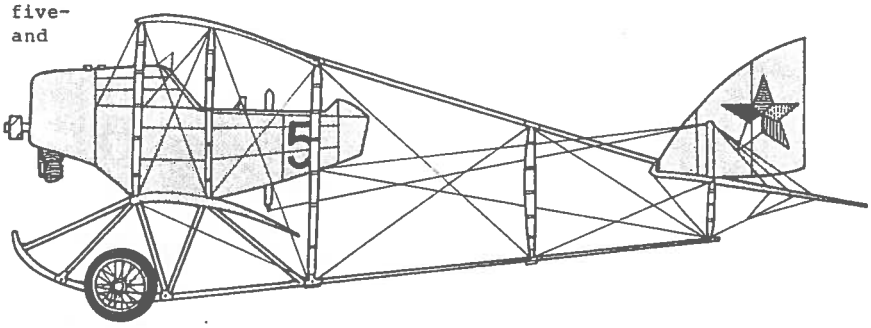
"Could anybody lend to me old issues of Air Combat in which there are articles about the Royal Hungarian Air Force in WWII? I'm also looking for photos of aircraft in Yugoslav, Hungarian, Bulgarian, and Romanian AF in WWII."

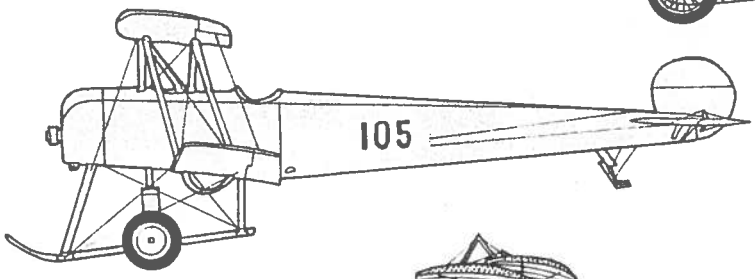
Michel Ledet (SAFCH #602), 124 rue de St. Omer, 62222 St. Martin-les-Boulogue, FRANCE

[Editor's note: I can provide Michael with the following articles written by Julius Gaal and published in Air Combat. "Summer of the Puma" (May '75); "Last Spring of the Puma" (Nov. '76); "They Fought Alone" (Jan. '77); "Bombers at Large" (Nov. '77); and "Bridge over the River Bug" (March '78). If you know of any other articles in this series, please let me know so I can try to obtain back issues for Michel. I would like to complete the SAFO files, so if you can provide copies of any missing articles, I'll pay you for your expenses.]

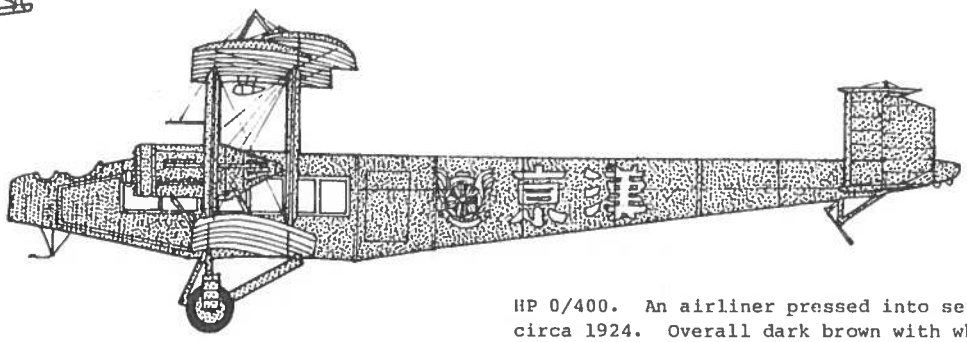
CHINESE BOMBERS 1910-1960

Caudron GIII of the Nanyuan Aviation Academy circa 1913. Overall light tan with black serial numbers and five-color star on rudder (red, yellow, blue, white, and black).

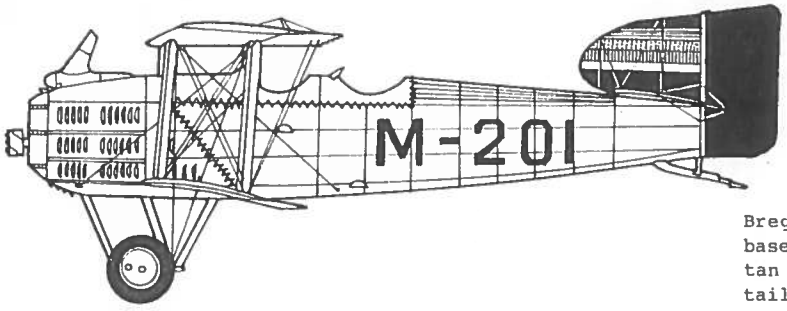




Avro 504K of the Nanyuan Aviation Academy circa 1920. Light tan overall with black serial numbers.

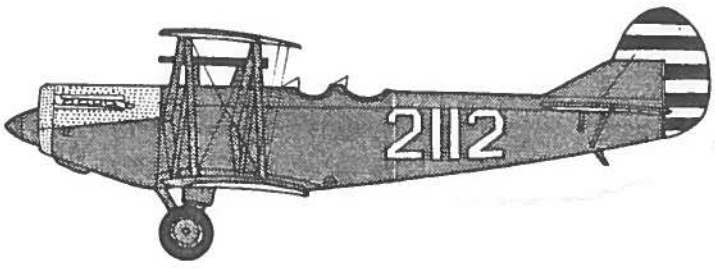


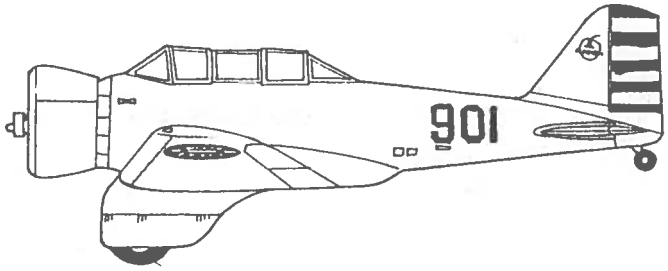
HP 0/400. An airliner pressed into service by a warlord circa 1924. Overall dark brown with white markings. The inscription reads "Jing-Han" denoting that the aircraft served between Beijing and Hankow.



Breguet 14 of Marshall T. L. Chang's private air force based at Fengtein (Shenyank) circa 1931. Overall light tan with black fuselage numbers and rudder. Markings on tailplane are: red, yellow, blue, white, & black.

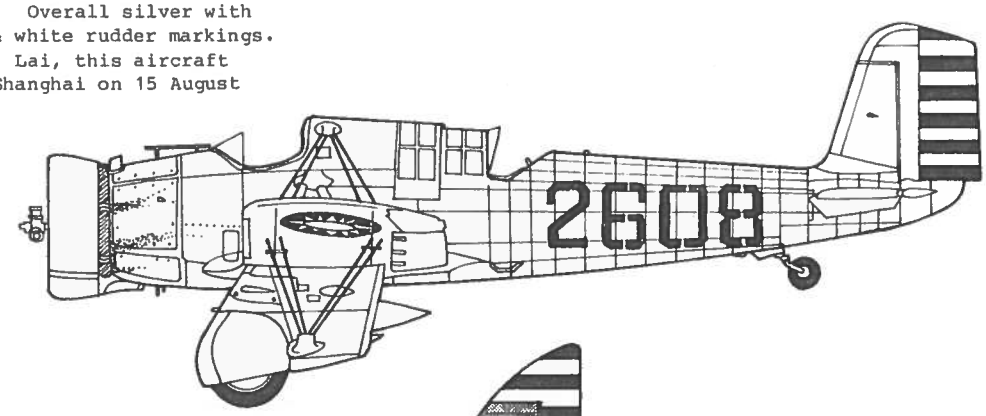
Fiat BR-3 of the 21st Squadron based at Nanchang around 1925. Dark green over light grey with white fuselage number, standard blue & white rudder markings, and copper-colored engine cover.



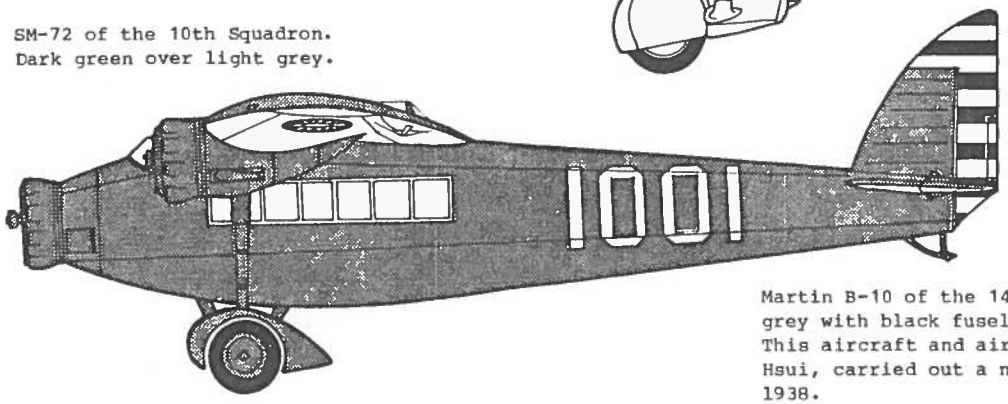


Northrop 2E of the 9th Squadron. Overall silver with black fuselage numbers.

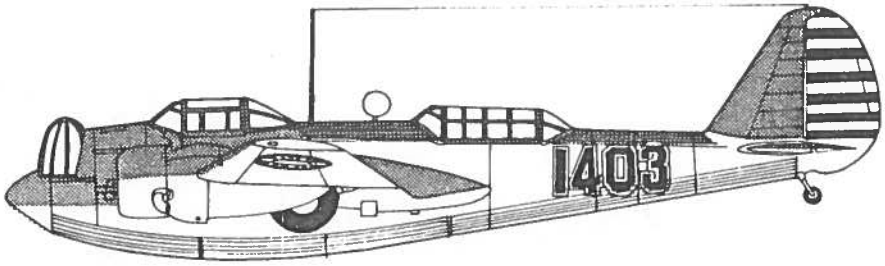
Curtiss A-12 of the 26th Squadron. Overall silver with black fuselage numbers and blue & white rudder markings. Piloted by H. F. Huang and Y. H. Lai, this aircraft bombed Japanese strong points at Shanghai on 15 August 1937.

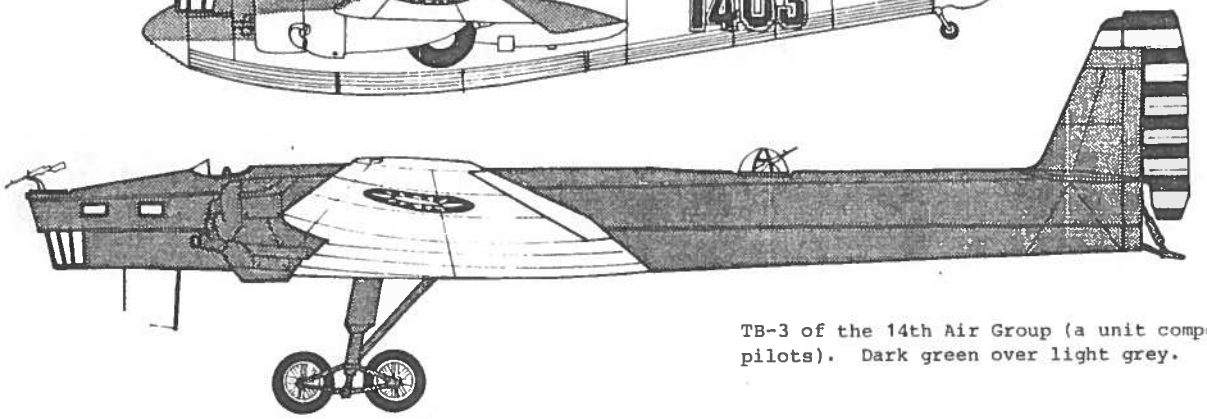


SM-72 of the 10th Squadron. Dark green over light grey.



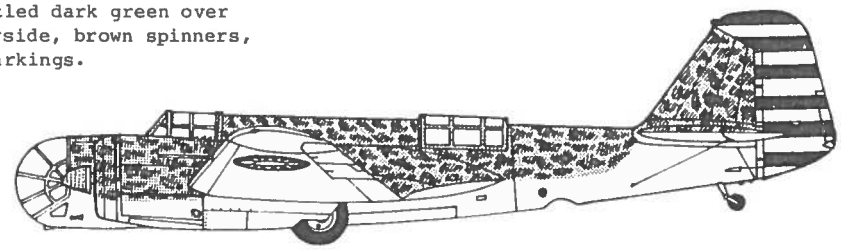
Martin B-10 of the 14th Squadron. Dark grey over light grey with black fuselage numbers outlined in dull red. This aircraft and aircraft No. 1402, led by Col. H. H. Hsui, carried out a night raid over Japan on 19/20 May 1938.



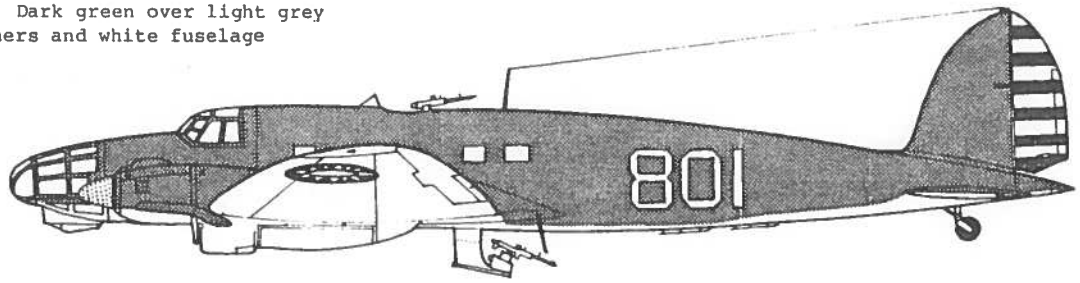


TB-3 of the 14th Air Group (a unit composed of foreign pilots). Dark green over light grey.

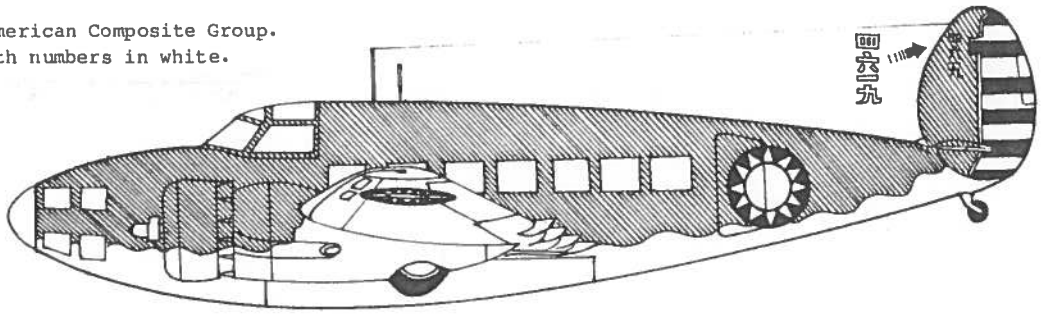
SB-2 based at Liangshan 1944. Mottled dark green over faded light green, light grey underside, brown spinners, and standard blue & white rudder markings.



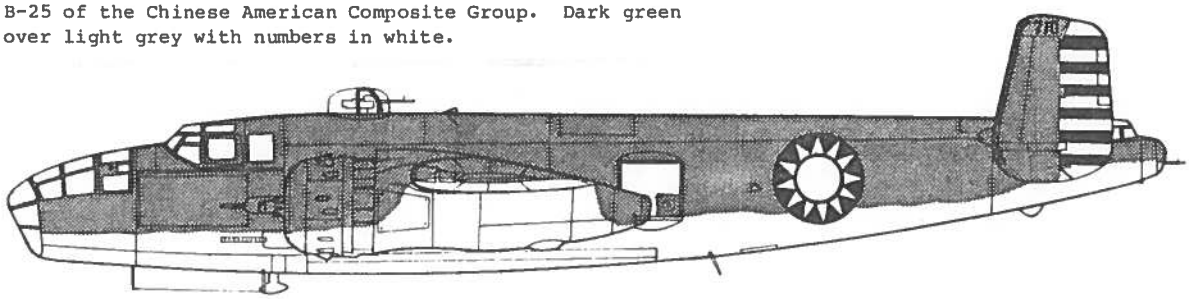
He-111 of the 8th Squadron. Dark green over light grey with yellow (or white) spinners and white fuselage numbers.



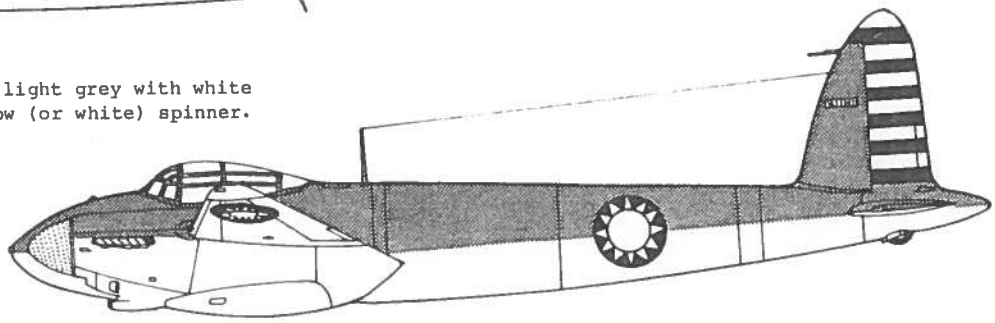
Curtiss A-29 of the Chinese American Composite Group. Dark green over light grey with numbers in white.



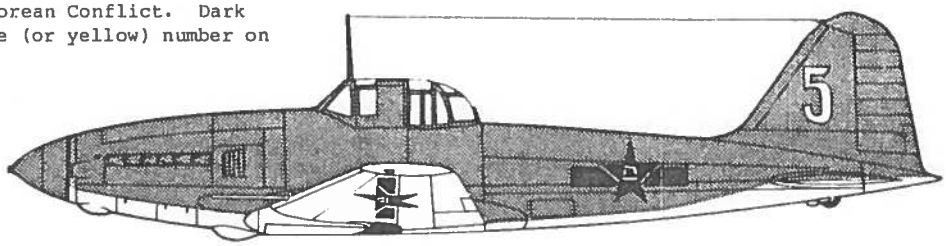
B-25 of the Chinese American Composite Group. Dark green over light grey with numbers in white.



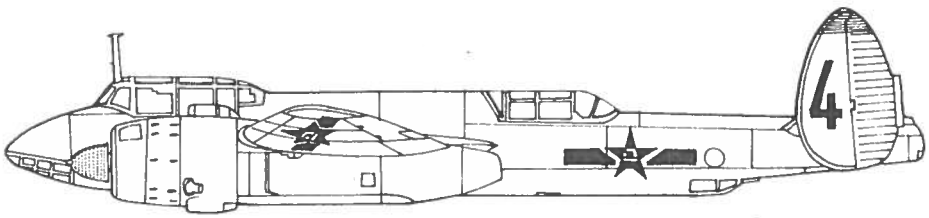
DH.98 circa 1948. Dark green over light grey with white serial numbers (P-701076) and yellow (or white) spinner.



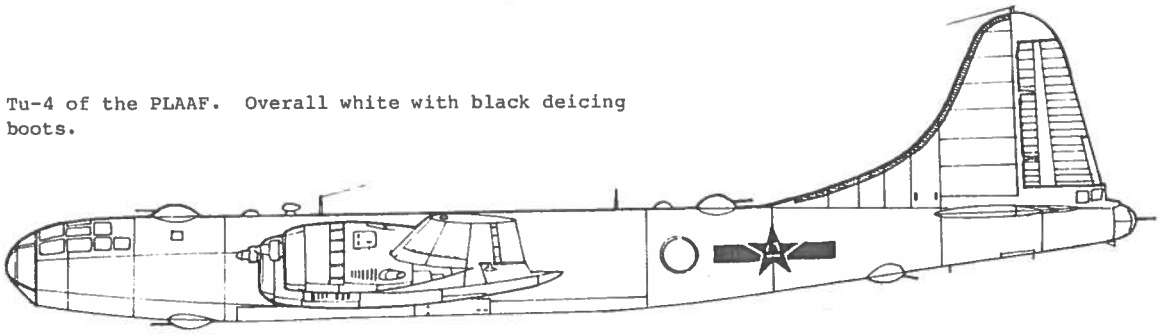
Il-10 of the PLAAF during the Korean Conflict. Dark green over light grey with white (or yellow) number on rudder.



Tu-2 of the PLAAF circa 1954. Overall silver with red vertical tailplane tip, black numbers, and brown spinners.



Tu-4 of the PLAAF. Overall white with black deicing boots.



D. Y. Louie (SAFCH #544), 6705 Hayhurst St., Worthington, OH 43085

"In the latest SAFO, I have found the very interesting list of African air force insignia by Bill Shenk. This was the more interesting to me as I have done some research into southern Africa's military history. The list published was obviously laborously researched, but a few errors are always bound to creep in when covering such a vast subject (as I know quite well from the mistakes I have made). A few points in the list appear inaccurate when compared to my own sources.

"Angola: On some aircraft, at least, the national flag on the fin is the only insignia carried.

"Botswana: The flag given is the Botswana Defense Force flag (old style) painted on the aircraft's nose. In recent years, a new design has been used. This consists of green-white-red-white green stripes. In addition, the fin & rudder are striped in the national colors of light blue-white-black (SAFO Jan 1980).

"Kenya: The areas shown as brown are in fact dark red. The flag is painted with the black part looking in the direction of flight.

"Lesotho (formerly Basutoland): The Lesotho Police Force's air wing operates some ten planes/choppers which carry the Lesotho National flag on the fin or tail boom or no insignia at all (African Air Review, Jan-Mar 1984).

"Mocambique" A red triangle within a black roundel is carried on the fin and presumably on the wings as well. (A good photo of the MiG-17 flown to South Africa by Lt. Bomba in July 1981 was published in the African Air Review, Jul-Aug 1981.) Within the red triangle, the national arms are shown (gold or perhaps yellow).

"SWA-Namibia: The few airplanes operated by the 1 SWA Eskader (formerly 112 Lugkommando-Eskader) probably carry no national markings, following SAAF practice for helicopters and light planes.

"Zimbabwe: With the end of UDI in 1980 the country adopted the bird of Zimbabwe as the new national marking instead of the Rhodesian lion (on fin/tail boom only). The color is gold with black ourline.

"Although the four 'independent' former homelands of southern Africa are not recognized outside the Republic of South Africa, their small armed forces use airplanes or helicopters.

"Bophuthatswana: The blue national flag with orange stripe and black leapard head on a white disk with a white stripe to the viewer's left is carried on the tail boom/fin. The national insignia is a very impressive badge of orange, bordered white, showing a white leopard's head with black outline and details, backed by a yellow shield and crossed spear & axe. 'Bophuthatwana Defence Force' is written in yellow above and below the badge, standing out against the aircraft's dark green color scheme.

"Ciskei: No information is available to me, but in all probablity, the national flag of light blue-white-light blue with a black crane is used.

"Transkei: As above. The flag is striped red-brownwhite-green.

"Venda: As above. The flag is green-yellow-brown with a blue stripe near the mast and a brown 'V'.

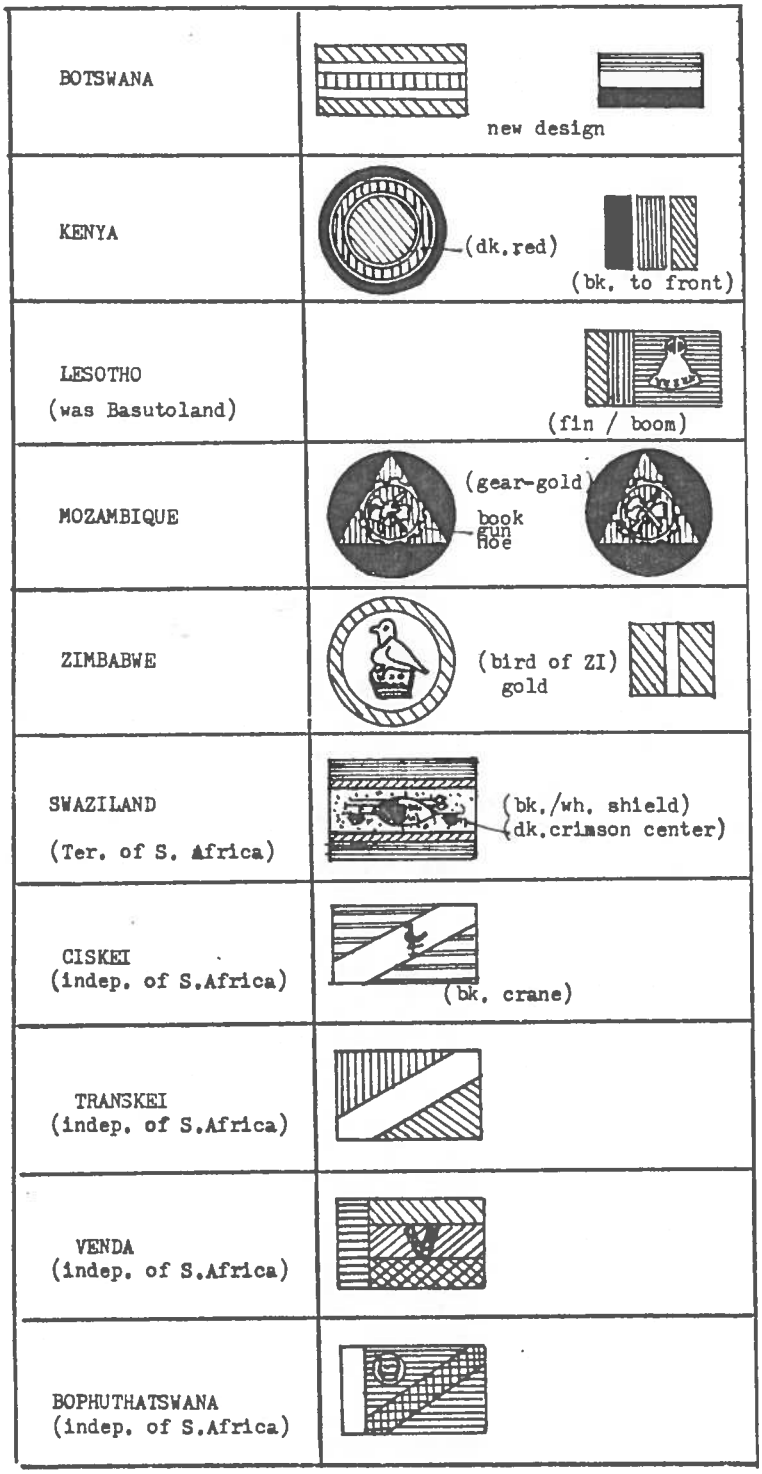
"Swaziland was omitted from the original list. The markings carried by its two IAI Aravas were described in SAFO Apr 1980 and Oct 1982. Also, please note that Burundi and Rwanda are two different countries."

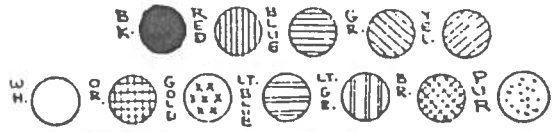


Erwin Schmidl (SAFCH #579),
Gersthofer Strasse 144/III/22,
A-1180 Wien, AUSTRIA

"Enclosed are some additions and corrections to the drawings of African Air Force insignia that appeared in SAFCH #32. I am greatly indebted to SAFCH member Erwin Schmidl for his generous assistance."

Bill Shenk (SAFCH #599), 21957 Crescent Court, Farmington Hills, MI 48024

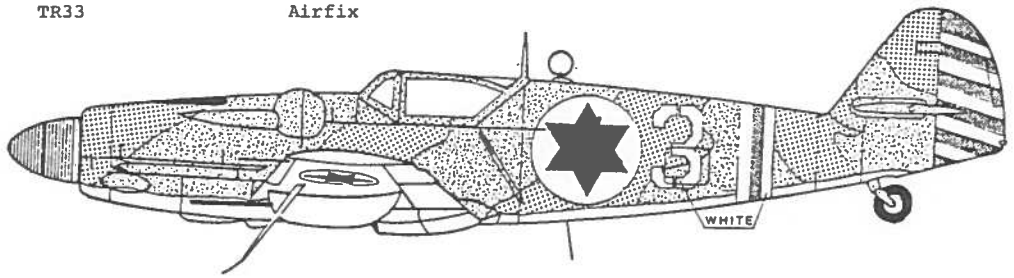


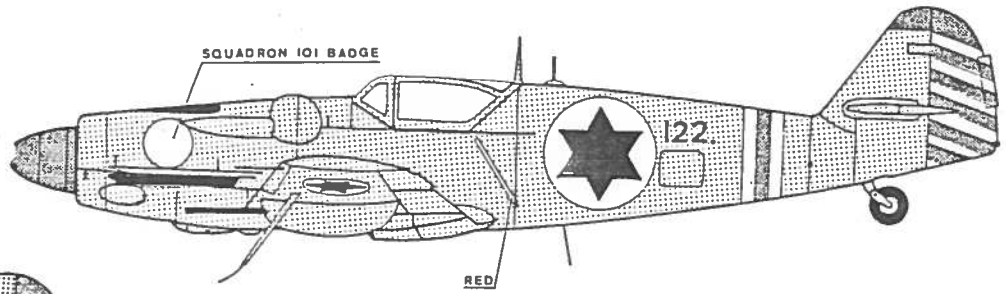


MODELING ISRAELI AIRCRAFT IN 1/72 SCALE

Taylorcraft Model C		Convert from Airfix APO 6
RWD-8 & RWD-13		Scratch build
Auster AOP & J/1		Convert from Airfix AOP 6
DH Dragon Rapide	Heller	
Bonanza V35	Ediai	Add bomb racks
DH Tigermoth	Airfix	Some had enclosed cockpits and bomb racks
Noorduyn Norseman	Matchbox	
Fairchild F24	Formaplane	Kit B12
Republic Seabee RC3		Scratch build
Douglas C-47	Airfix, ESCI	Modify tail wheel
Curtiss C-46	Williams Brothers	
Douglas DC-4	Rareplanes	
Lockheed Constellation	Heller	
Avro Anson	Airfix	Use Oxford engine cowls
Boeing B-17	Airfix, Hasegawa	No gun turrets when obtained. Gun turrets later fitted except #23 which had radar
NA Harvard	Airfix, Heller	No rear mg fitted
Avia S199	KP	Galland canopy
Lockheed Hudson	Airfix	No upper turret
Lockheed Lodestar	Airfix/Airmodel	Kit #039 and Hudson
Consolidated Catalina	Airfix, Revell	No 0.50-cal mg's carried
Spitfire IXc/e	Airfix, Matchbox	Both standard and clipped wings
Mustang F-51D & F6D	Airfix, Matchbox	
Beaufughter		
II	Airfix	
X	Matchbox	
Grumman Widgeon	Airfix	
Douglas DC-5		Scratch build
Boeing/Stearman PT-17	Revell	
Airspeed Consul		Conversion from Frog Oxford
DHC Chipmunk	Airfix	
Miles Aerovan		Scratch build
Temco Buckaroo		Scratch build
Nord Norecrin		Conversion from Heller Bf 108
Fokker S.11		Scratch build
DH Modquito		
FB6	Airfix/Frog	
T3	Airfix	
B16/PR16	Matchbox/Frog	
NF30	Matchbox	
TR33	Airfix	

Gloster Meteor		
T7	Novo/Airmodel	Novo kit with Airmodel nose
F8	Rareplane	
FR9	Rareplane	Photo nose in kit
NF13	Novo/Airmodel	Kit 108 with Novo wing
Nord Noratlas	Heller	
Dassault Ouragon	Heller	Add pylons and stores
Dassault Mystere IVA		Convert from Airfix Super Mystere B2
SNCASO Vautour		Scratch build
Fouga Magister	Airfix, Heller	Add nose mg and wing pylons
Dassault Super Mystere	Airfix	Add long tail pipe & missiles
Boeing Stratocruiser	Rareplane	Two 'buddy' pods (no boom)
Vultee Valiant		Scratch build
Miles Gemini		Scratch build
Piaggio P 149D	Vacu-Special	
Dassault Mirage III		
CJ	Airfix, Matchbox	
BJ	Airmodel	Conversion kit
RJ	Revell	
Pilatus Turboporter	Formaplane	Kit C16
Dornier Do 27	Airmodel	Kit 128
Beech Queen Air B80		Scratch build
Dornier Do 28B-1		Convert from Airmodel Do 27
Douglas A-4		
A-4E/F	ESCI #9003	For updated a/c add electronics hump, 30-mm guns, & extended tail pipe.
A-4H	Hasegawa	
A-4N	Matchbox	
TA-4H	Hasegawa	
TA-4J	Hasegawa	





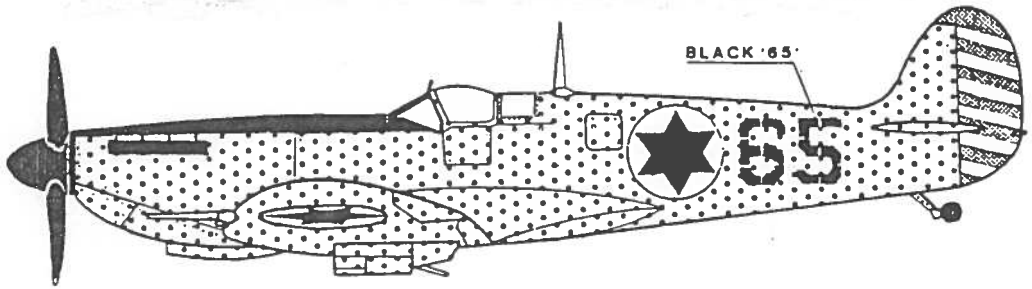
AVIA C-210 MEZEC

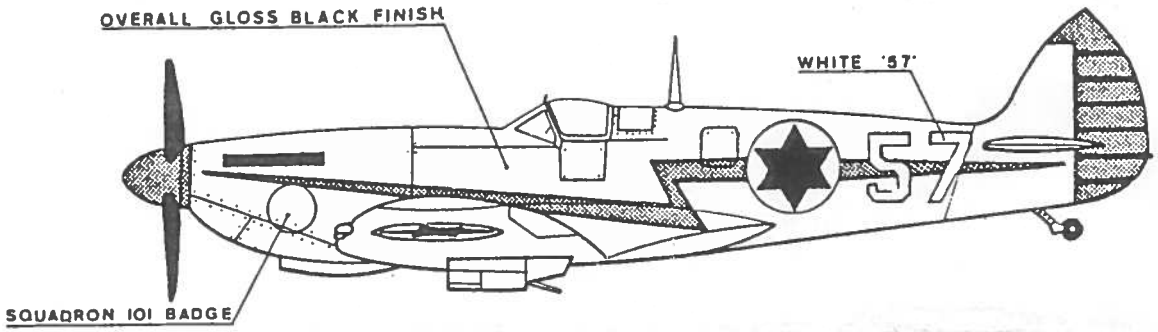


DRAWINGS BY ERIC HOURANT

McDonnell Phantom		
F-4E	Airfix, Hasegawa	Add variety of weapon loads
RF-4E	Italeri	Add Sidewinders
BN Islander	Airfix	Use Islander (not Defender)
Cessna		
172	Eidia	
180		Convert from Eidia 172
U206		Convert from Eidia 172
Lockheed Hercules		
C-130E/H & KC-130H	Airfix	
Boeing 707		Scratch build
IAI Kfir		
C1		Remove canard from Hasegawa C2
C2	Hasegawa	Total of 9 pylons
TC2		Convert from Heller C2
IAI Nesher		Use Heller Mirage III
IAI Arava		Scratch build
Grumman Mohawk	Hasegawa	Use OV-1B with SLAR pod
McDonnell Douglas		
F-15A & F-15B	Airfix, Hasegawa	
IAI Westland		
1123		Scratch build
1124B		Add nose radar & missiles
Grumman Hawkeye E-2C	Fujimi	
General Dynamics		
F-16A & F-16B	Airfix, ESCI, etc.	
IAI Lavi		Scratch build
Yak-11	KP	
MiG-17	KP	
MiG-21	Hasegawa	
Heliopolis Gomhouria		Use Airmodel Bu 181
Socata Rallye		Scratch build
Sikorsky S-55		Convert from Airfix HAS 22
Bell 47G		Convert from Airmodel 47J
Alouette II		Scratch build
Hiller 360		Scratch build
Sikorsky S-58	Novo/Airmodel	Add nose from Kit 355 to Novo
SA 321K Super Frelon		Scratch build
AB 205	ESCI, Hasegawa	Use power winch & seats
Bell 212	Fujimi	Add winch
Bell 209		
Huey Cobra	Matchbox	Twin or quad TOW launchers
AH-1S	Fujimi	Kit 7A24; add exhaust suppressor
AH-1Q	Monogram	Matchbox canopy & turret
Bell 206 Jet Ranger	Rareplanes	
Sikorsky S-62C/3	Airfix, Fujimi	Use HH-53
Hughes 500M Defender		Convert from Airmodel Kit 216
SA 324 Gazelle	Airfix	

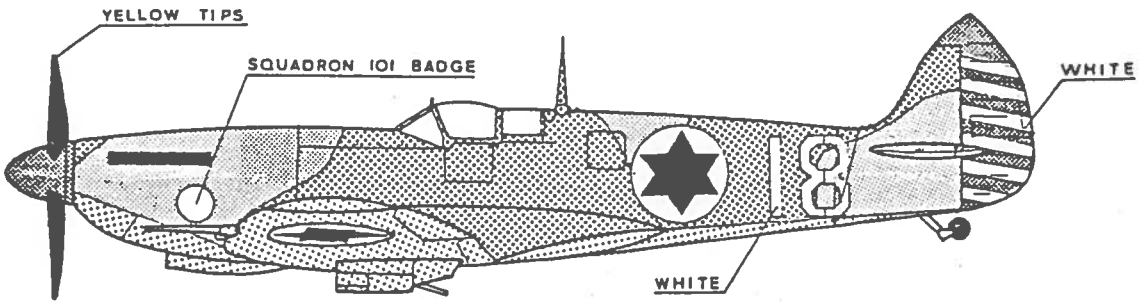
David Hill (SAFCH #640), 74 Tixall Road, Littleworth, Stafford, Staffordshire, ST16 3UA ENGLAND



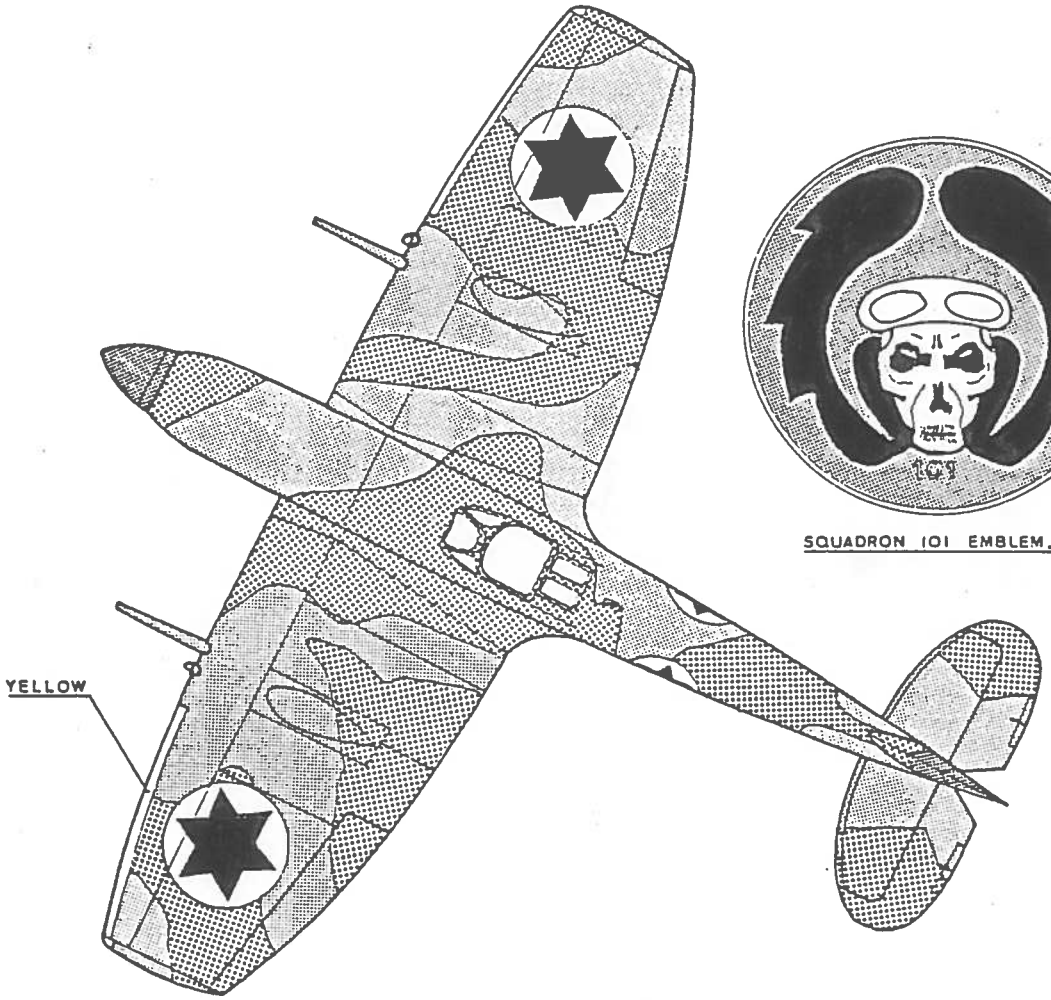




EZER WEIZMAN'S "BLACK SPITFIRE MK.IX". HE FLIES THIS AIRCRAFT TILL 1976.
NOTE THAT THIS PLANE WEARS NOW THE I.A.F. PATCHE IN PLACE OF 101 ST. SQN BADGE.



EZER WEIZMAN'SPITFIRE

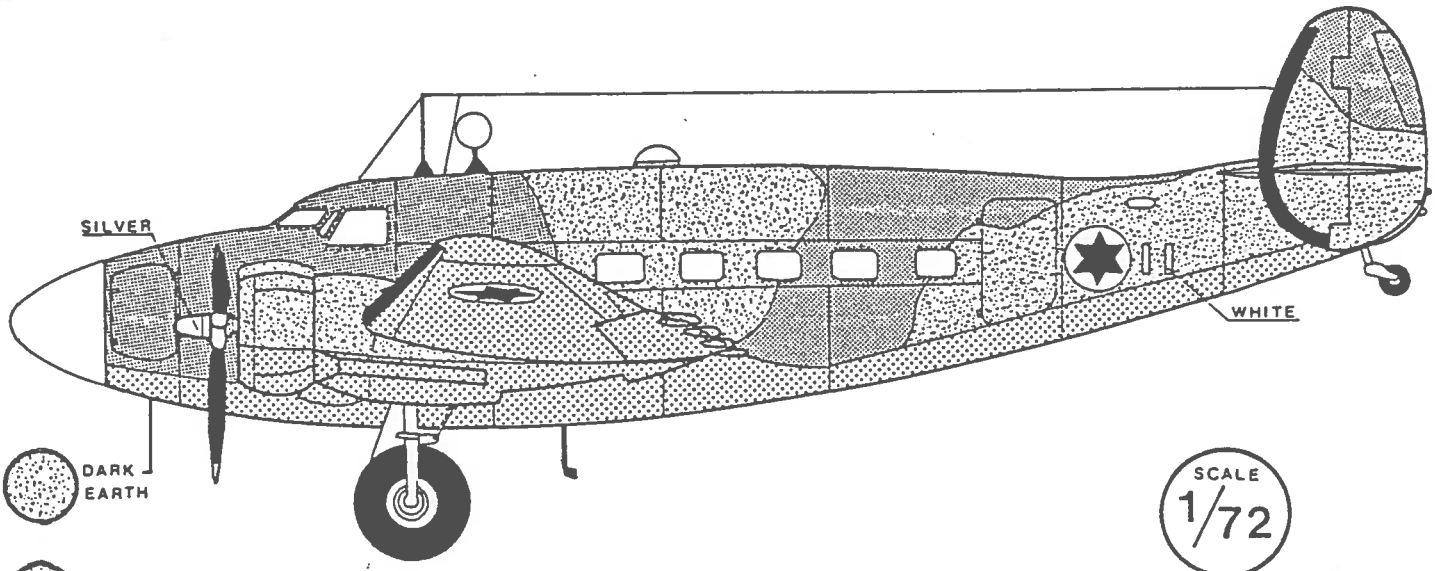


SQUADRON 101 EMBLEM.

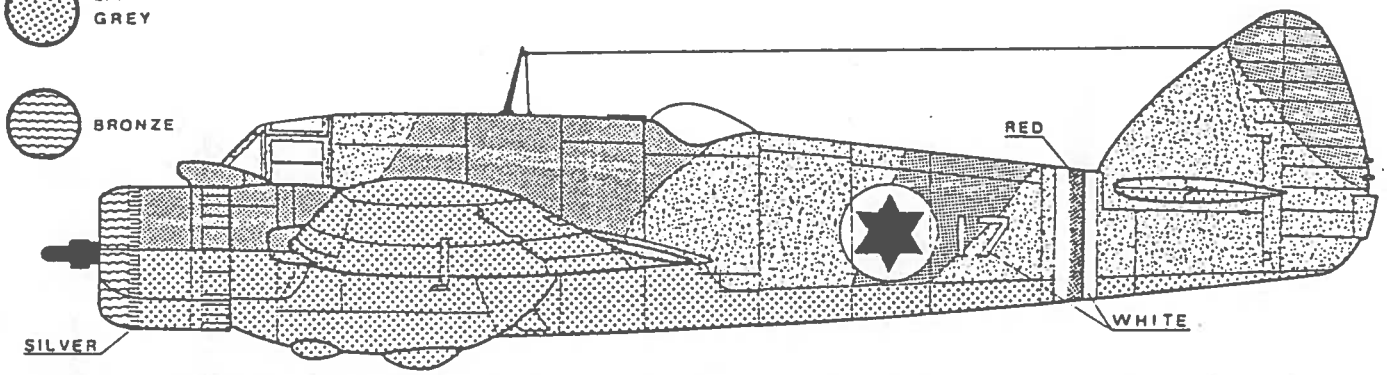




DRAWINGS BY ERIC HOURANT

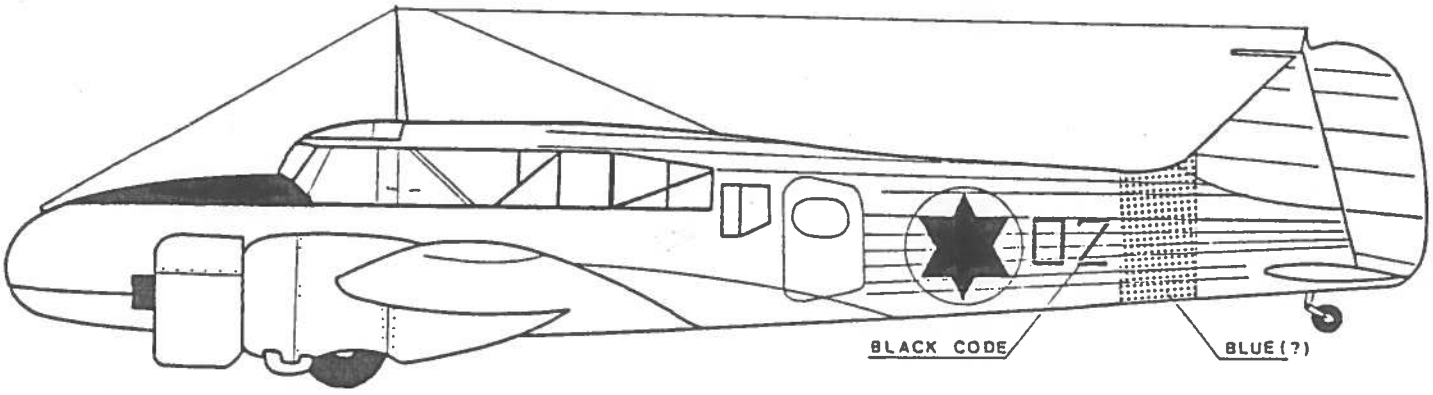


Lockheed 18 LODESTAR.



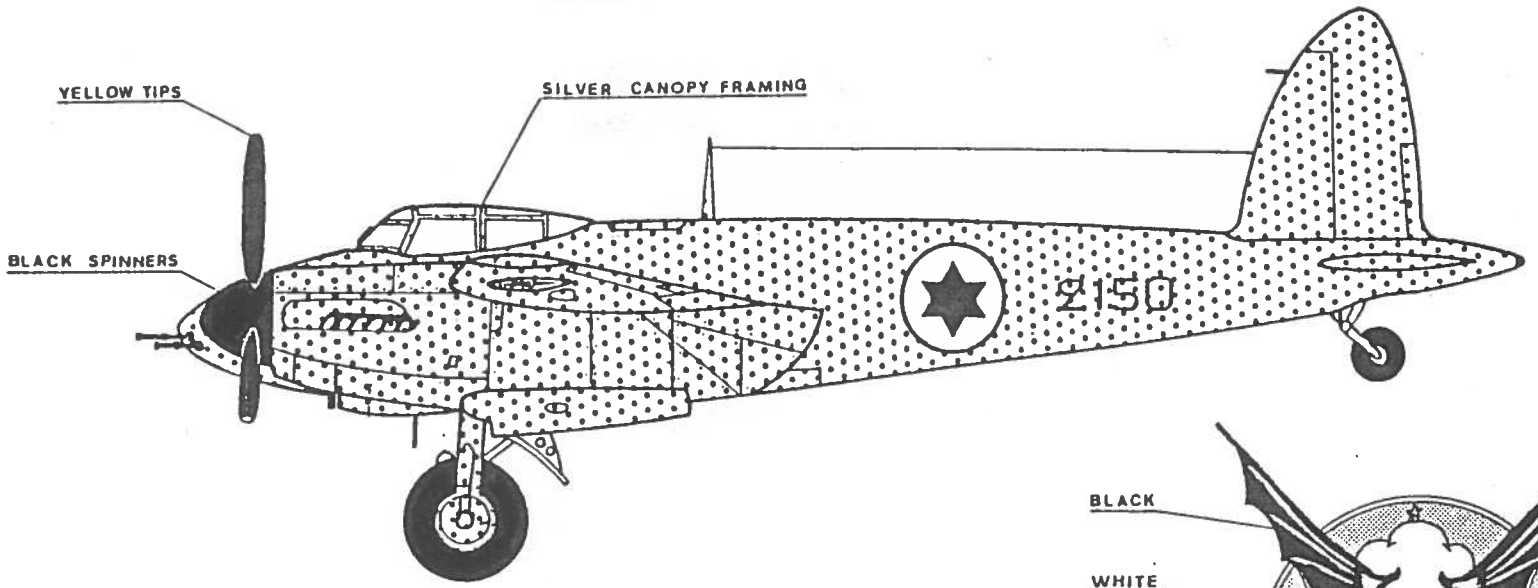
BEAUFIGHTER MK.IO. ARMAMENT: FOUR 20 MM. CANNON IN THE NOSE AND SIX .303 INCH MACHINE GUNS IN THE WINGS.

Bristol BEAUFIGHTER.

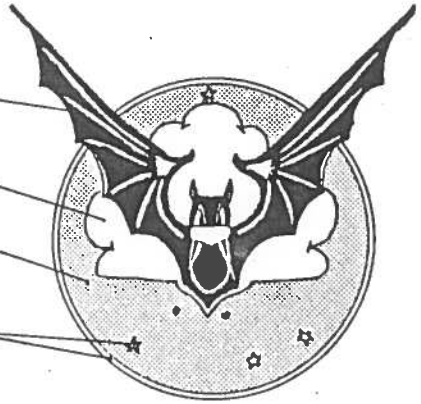


Avro ANSON.

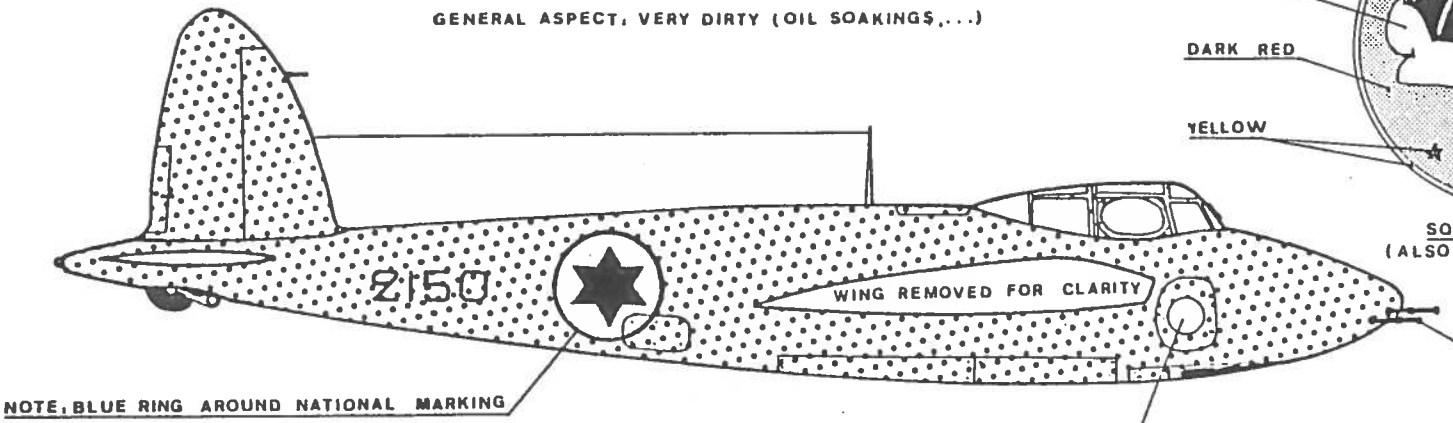
DRAWINGS BY E. HOURANT



GENERAL ASPECT: VERY DIRTY (OIL SOAKINGS,...)



SQUADRON "C" BADGE
(ALSO WITH BLUE AND GREEN BACKGROUND)



SCALE 1/72

DE HAVILAND MOSQUITO

SILVER



DRAWINGS BY ERIC HOURANT

Brazilian Boeings

In January of 1933, three Boeing Model 256 (F4B-4) of the Brazilian Navy's 1st Fighter Division took-off from Rio de Janerio. After three stops on Brazian territory they arrived in Uruguay to participate in the inauguration of the new airport at Montevideo. This was the first public exibition for this squadron.

Later in 1933, the 1st Fighter Division performed at several Brazilian cities to celebrate the visits of the Navy Minister, the Brazilan President, and the Argentine President, General Agustin Justo.

The 1st Fighter Division was equiped with 6 Boeing Model 256 (See Profile Publications "The Boeing F4B-4", page 7.) The first pilots for the Brazilian Navy F4B's were Corvetter-Capitain Djalma Petit (division leader), Liutenent-Capitain Lauro Menescal, and Liutenent-Capitain Jose Kahl Filho.

The Army's 1st Aviation Regiment was equipped with 8 Boeing Model 256 and 9 Boeing Model 267.

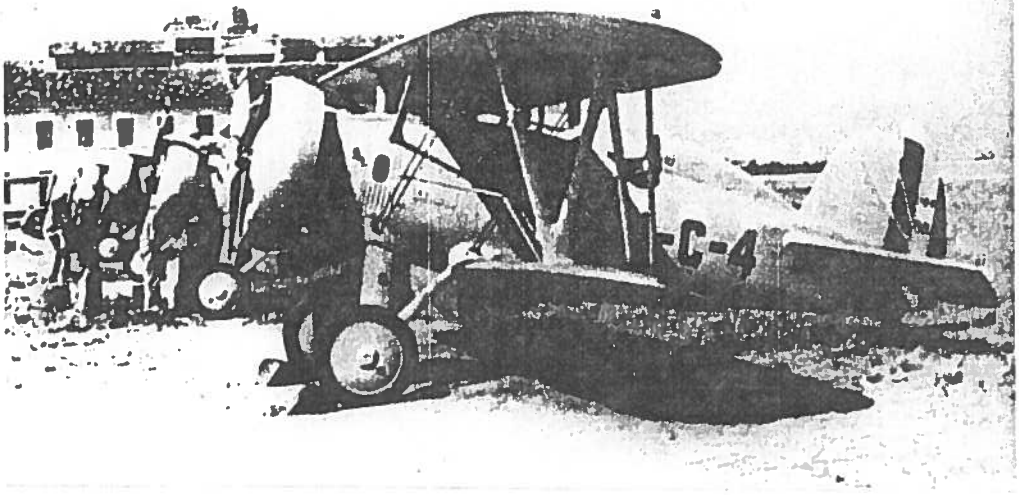
In 1935, when the Brazilian President returned the visit of the Argentine President, the Army Minister sent 3 Boeings, 7 Corsair V-65B's, and 2 Bellanca Pacemakers to escort the battleship "Sao Paulo" to Uruguay and Argentine. In Argentine, the aerobatics performed by the Brazilian Boeings was enthusiastically received by both the public and the authorities.

With the creation of the Aeronautics Ministry in January 1941, all Navy, Army, and civil aircraft were transferred to the newly formed Brazilian Air Force which was assigned the task of supervising all aeronautical activities in Brazil. The Boeing Models 256 and 267 served with the Brazilian Air Force until December 1946.

Color scheme: Light grey - fuselage and struts. Sliver - wings. Chrome yellow - upper surface of wing. Blue chevron on the upper surface of the wing on Navy aircraft only. Black - letters and numbers.

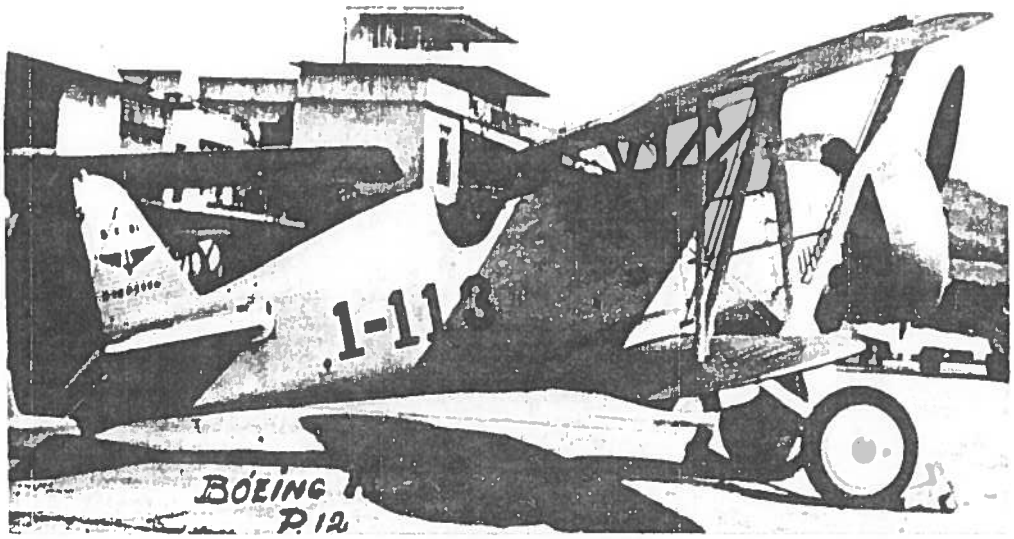
Acknowledgements: Drawings by Valentim C. Sanchez; photos of Navy aircraft via Brigadier Menescal; photos of Army aircraft (official photos).

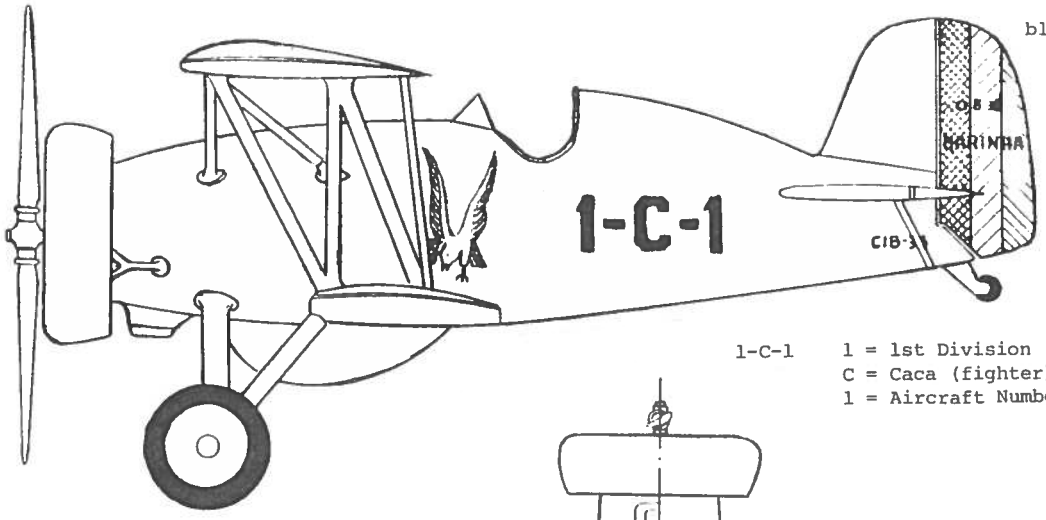
Antonio Linhares (SAFCH #632), Rua Arquias Cordeiro 316-S/502, Meier - Rio - 20770, BRAZIL



Boeing Model 256 (F4B-4) '1-C-4' of the Brazilian Navy's 1st Fighter Division. Note the difference in the shape of the fixed vertical tail between this aircraft and '1-113'. (via IPMS-Brazil)

Boeing Model 267 (F4B-3 fuselage, tail, and landing gear, and P-12E wings) '1-113' of the Brazilian Air Force's 1st Fighter Regiment. (via IPMS-Brazil)



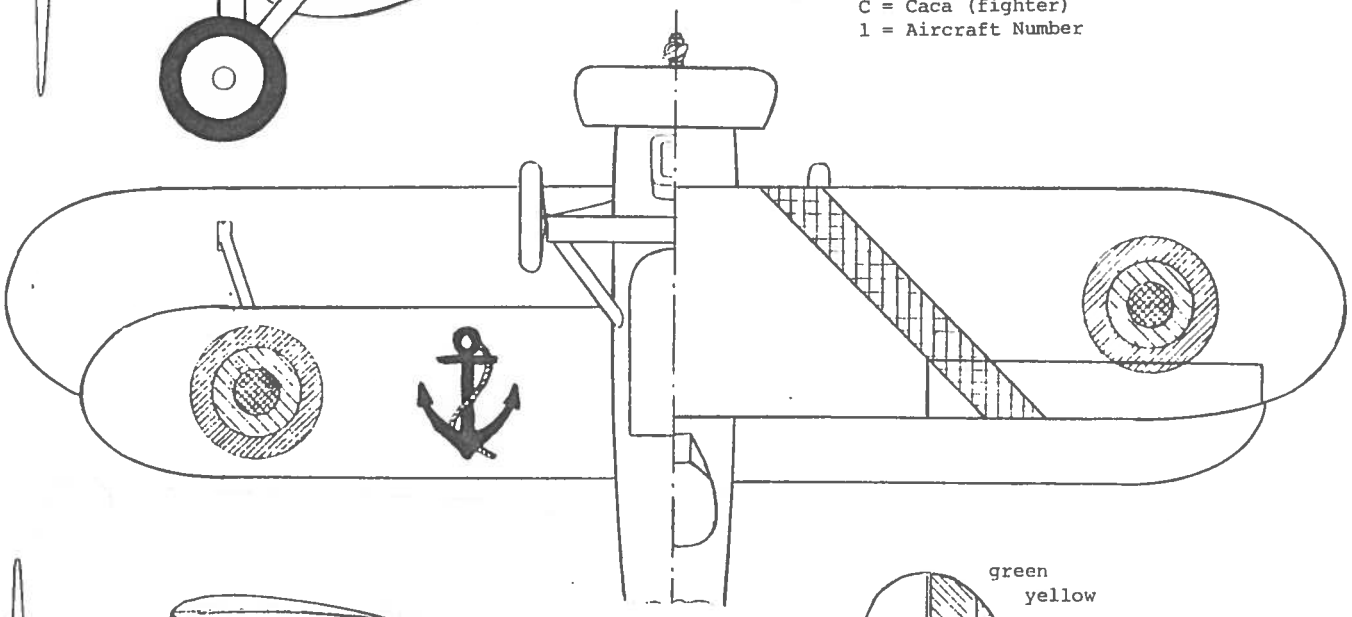


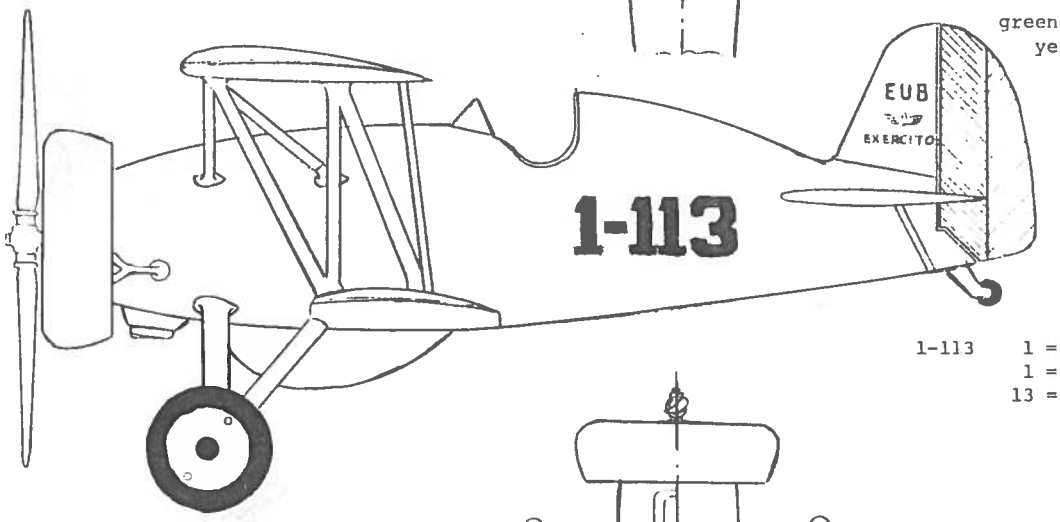
blue
yellow
green

C1B-35

C = Caca (fighter)
1 = First Type
B = Boeing
35 = Aircraft Number

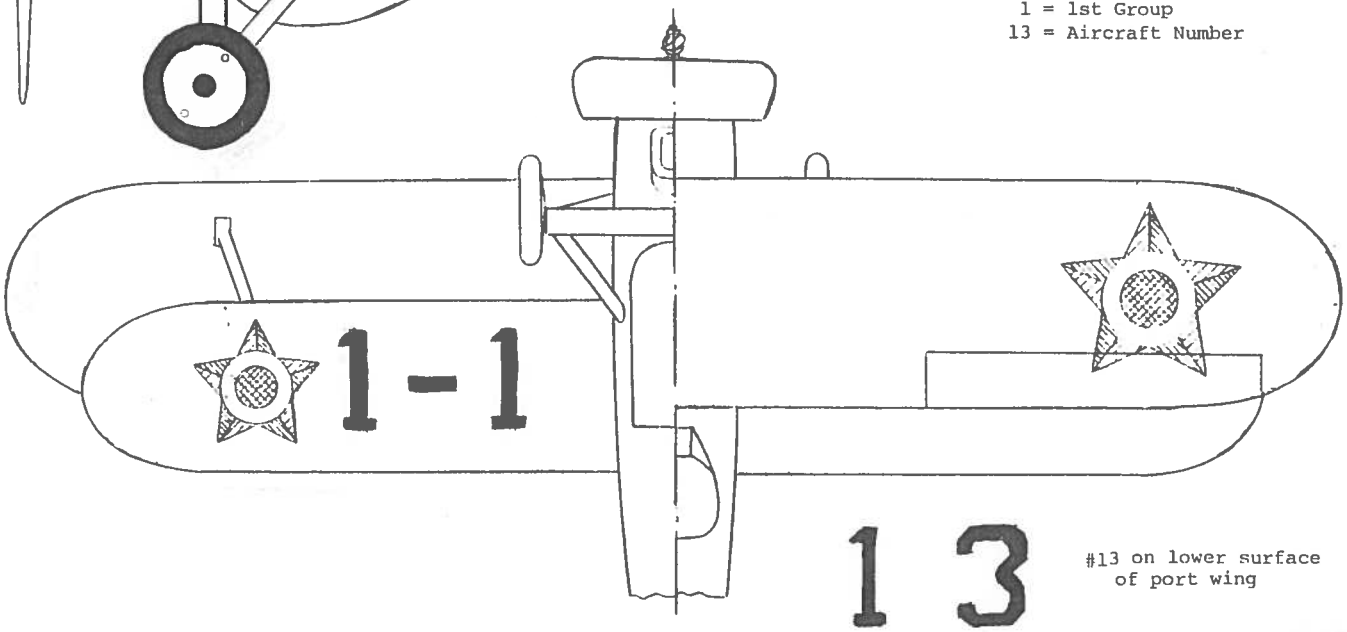
1-C-1 1 = 1st Division
C = Caca (fighter)
1 = Aircraft Number





green
yellow

1-113 1 = 1st Regiment
1 = 1st Group
13 = Aircraft Number



#13 on lower surface
of port wing

"I have just received a copy of "History of the Pakistan Air Force 1947-1982" by Syed Shabbir Hussain & Squadron Leader M. Tariq Qureshi, Karachi 1982. It's a hardback book, 6 in. by 9 in., with 332 pages. The book begins with a brief look at the RAF coming to the subcontinent and the birth of the Indian AF. The main part of the book consists of a good general history of the Pakistan Air Force and it's role in the various wars with India. One thing I particularly liked was the chapters devoted to PAF Squadrons and Air Bases with a brief history of each. Another section consists of a list of all the aircraft used by the PAF, the years each aircraft was in service, black & white photos of each aircraft (some heavily retouched and of poor quality), and some excellent color photos of the more modern aircraft. This section was not well researched because some aircraft are shown as entering service at two different dates.

"I obtained a copy of the book from W.E.Hersant Ltd, 228 Archway Rd., Highgate, London N6 5AZ England.

"Another book recently obtained is 'Aircraft Carriers of the World 1914 to the Present. An Illustrated Encyclopedia' by Roger Chesneau published by the Naval Institute Press, Annapolis, MD 1984. It's 10 in. by 10 in. with 288 pages. The book begins aith a forty-page section on the general history of aircraft carriers. Then it turns to a listing the different countries that have used carriers over the years. Photographs illustrating the main classes are accompanied by top and side view drawings. Also listed are projects that are presntly under construction or on the drawing boards.

"An list of carriers used by countries of interest to SAFCH members follows."

Argentina: Independencia (ex HMS Warrior; ex RCN Warrior) 1958-1971; Veinticinco de Mayo (ex Hr.Ms. Karel Doorman; ex HMS Venerable) 1969-1984cr.

Australia: Albatros 1929-1938; Melborne (was to be HMS Majestic) 1955-1984cr; Sydney (was to be HMS Terrible) 1948-1973; HMS Vengeance (loan; to Brazil as Minas Gerais) 1953-1955.

Brazil: Minas Gerais (ex RAN Vengeance, ex HMS Vengeance) 1960-1984cr.

Canada: HMCS Bonaventure (was to be HMS Powerful) 1957-1970); HMCS Magnificent (loan) 1948-1957; HMCS Warrior (became Independencia in Argentina) 1946-1948.

France: Arromanches (ex HMS Colossus) 1946-1974; Bearn 1927-1948; Bois Belleau (ex USS Belleau Wood) 1953-1960; Campinas 1915-1916; Clemenceau 1961-1984cr; Charles de Gaulle 1986?; Commandant Teste 1932-1940; Dixmude (ex HMS Biter) 1945-1960; Foch 1963-1984; Foudre 1913-1921; Jeanne d'Arc 1964-1984cr; Lafayette (ex USS Langley) 1951-1963; Nord 1916-1919; Pas-de-Calais 1916-1919; Rouen 1917-1919; ? 1990?.

India: INS Vikrantr (ex HMS Hercules) 1961-1984cr.

Italy: Aquilla (built but never used) 1943; Augustus (converted then renamed Falco, Sparviero) WWII; Giuseppe Garibaldi 1980's; Giuseepe Miragilia 1927-1943?; Roma Miragilia WWII.

Netherlands: Hr.Ms. Gadila 1944-1945?; Hr.Ms. Karel Doorman (ex HMS Nairana) 1946-1948; Hr.Ms. Karel Doorman (ex HMS Venerable, to Argentina as Veinticinco de Mayo) 1948-1968; Hr.Ms. Macoma 1944-1945?

Spain: Dedalo 1917-1934: Dedalo (ex USS Cabot CVL-28) 1967-1984cr; Principe de Asturias 1984?.

Chris Thornberg (SAFCH #175), 4940 Mermaid Blvd., Wilmington, DE 19808

AIR INTERNATIONAL

Canada: Wardair: Flying Charters with Style. Vol. 26, No. 1.

Chile: The Chilean Air Force. Vol. 26, No. 2.

Iran: The Ayatollahs' Air Force. Vol. 26, No. 6.

Malaysia: Malaysia Reshapes Air Power. Vol. 26, No. 4.

Spain: Spain's Rotary Soldiers. Vol. 26, No. 6.

Compiled by Tor A. Scott (SAFCH #403), 168 59th Ave., Chomedey, Laval, Quebec, CANADA H7V 2B8

"I have some comments to make concerning SAFO #31: On page 88, John Paul Garcia states that the TNI-AU Hercules coded A-1323 is a C-130B and not a stretched H-30 as reported in my 'Lockheed Hecules Production List'. We are both wrong. A-1323, c/n 4899, is a 'normal C-130H' with the Lockheed model number L382C-15E.

"A brief note on Algerian Air Force and Air Algeria Lockheed L-100/C-130 Hercules to update the information in SAFO #32, page 118:

c/n	Model	US Reg	Alg Reg	Notes
4880	382G-51C L-100-30	N4148M	7T-VHG	AA grey/white*
4883	" "	N4152M	VHK	"
4886	" "	N4160M	VHL	"
4894	382T-16E C-130H-30		VHN	AF
4897	" "		VHO	AF grey/white
4911	382C-25E C-130H		WHT	AF camouflaged
4912	" "		WHS	"
4913	" "		WHY	"
4914	" "		WHZ	"
4919	382T-30E C-130H-30		VHM	AF grey/white
4921	" "		VHP	"
4924	382C-25E C-130H		WHR	AF camouflaged
4926	" "		WHQ	"
4928	" "		WHJ	"
4930	" "		WHI	AF
4934	" "		WHF	AF
4935	" "		WHE	AF
4987	382T-45E C-130H-30		WHD	AF
4989	" "		WHL	AF
4997	382T-56E "		WHA	AF

* One transferred to AF.

"My Lockheed Hecules Production List is now more than two years old, and I cannot afford to produce a new edition. Hence, I enclose an update which you are free to publish if you think our readers will be interested.

"The most recent edition (the 4th) is still available from me, and comes with the update. The price is $3.00, airmail anywhere included, if paid in cash. For any other method of payment, add $2.00.

"I also have a few copies of "Att Flyga ar att Leva" for $6.00 surface mail or $8.00 airmail, cash. Again, add $2.00 for other methods of payment."

Lars Olausson (SAFCH #361), P.O. Box 142, S-53032 Satenas, SWEDEN

CF

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AIRCRAFT
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* Many aircraft (both military & commercial)

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Drop a line! Tell us your preferences! We'll send you a list covering the subjects based on your preferences. Send US$ 1.00 for postal expenses (an average 9X12 cm color picture is at US$ 1.20, inclusding postage). Minimum order is 10 pictures,. Orders over 25 pictures get a special 10% discount.

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BRAZIL

LAC C/N	MODEL		To	Reg	Del	
4932	382C-85D	EC-130Q	USN	161531	8209	TACAMO
4933	382T-20E	H-30	CamAF	N4206M	8210	TJX-AE
4934	382C-25E	C-130H	AlgAF	7T-WHF	8209	
4935	382C-25E	C-130H	AlgAF	7T-WHE	8209	
4936	382C-24E	C-130H	EAF	1290	8209	SU-BEW. (82-0086).
4937	382C-24E	C-130H	EAF	1291	8209	SU-BEX, (82-0087).
4938	382C-24E	C-130H	EAF	1292	8210	SU-BEY, (82-0088).
4939	382C-16E	C-130H	USAF	81-0626	8210	700 TAS "City of Marietta".
4940	382C-29E	KC-130H	MorAF			No contract 8311.
4941	382C-18E	C-130H	USAF	81-0627	8210	700 TAS.
4942	382C-18E	C-130H	USAF	81-0628	8211	700 TAS.
4943	382C-18E	C-130H	USAF	80-0332	8211	158 TAS.
4944	382C-18E	C-130H	USAF	81-0629	8211	700 TAS.
4945	382C-18E	C-130H	USAF	81-0630	8212	700 TAS.
4946	382C-18E	C-130H	USAF	81-0631	8212	700 TAS.
4947	382C-37E	H-7	USCG	CG1700	8305	(82-0081). Clearwater.
4948	382C-33E	C-130H	OmanAF	503	8301	(82-0053).
4949	382G-59C	L -30	Kuwait	KAF322	8301	N4107F.
4950	382G-60C	L -30	Iraq			No contract 8310.
4951	382G-59C	L -30	Kuwait	KAF323	8302	
4952	382G-60C	L -30	Iraq			No contract 8310.
4953	382G-59C	L -30	Kuwait	KAF324	8302	N4242N.
4954	382G-63C	L -30	Saudi		8308	Bought by Sheik Ibrahim for Saudi govt.
4955	382G-59C	L -30	Kuwait	KAF325	8303	N4232B.
4956	382G-60C	L -30	Iraq			No contract 8310.
4957	382G-61C	L -30	Iraq			No contract 8310.
4958	382C-37E	H-7	USCG	CG1701	8304	(82-0082). Clearwater?
4959	382T-38E	H-30	ThaiAF	60104	8304	(82-0056).
4960	382G-60C	L -30	Iraq			No contract 8310.
4961	382T-39E	H-30	Dubai	312	8304	
4962	382T-40E	H-30	Nigeria	NAF916	8307	
4963	382T-40E	H-30	Nigeria	NAF917	8307	
4964	382C-42E	C-130H	ColAF	1004?		
4965	382C-42E	C-130H	ColAF	1005?		
4966	382C-37E	H-7	USCG	CG1702	8306	(82-0083). Clearwater?
4967	382C-37E	H-7	USCG	CG1703	8306	(82-0084). Clearwater.
4968	382C-35E	C-130H	USAF	82-0054	8307	144 TAS.
4969	382C-37E	H-7	USCG	CG1704	8307	(82-0085). Clearwater.
4970	382C-35E	C-130H	USAF	82-0055	8308	144 TAS.
4971	382C-35E	C-130H	USAF	82-0056	8308	144 TAS.
4972	382C-34E	KC-130T	USMC	162308	8310	234 sqn. EH(!).(82-0077).
4973	382C-35E	C-130H	USAF	82-0057	8309	144 TAS.
4974	382C-34E	KC-130T	USMC	162309	8309	QH. (82-0078).
4975	382C-35E	C-130H	USAF	82-0058	8309	144 TAS.
4976	382C-27E	C-130H	Japan	35-1071	8312	(82-0051).1700th Herc delivered. Komaki AB, Honshu, west of Tokyo.
4977	382C-35E	C-130H	USAF	82-0059	8310	144 TAS.
4978	382C-34E	KC-130T	USMC	162310	8310	QH.(82-0079).
4979	382C-35E	C-130H	USAF	82-0060	8311	144 TAS.
4980	382C-27E	C-130H	Japan	35-1072	8312	(82-0052).
4981	382C-34E	KC-130T	USMC	162311	8311	QH. (82-0080)
4982	382C-35E	C-130H	USAF	82-0061	8312	144 TAS.
4983	382C	C-130H	UAE	1211	8404	N4161T. Abu Dhabi.
4984	382C-85D	EC-130Q	USN	162312	8402	TACAMO.
4985	382C	C-130H	UAE	1212	8404	N4249Y. Abu Dhabi. Hospital a/c. Sheik Ibrahim. No contract 8310.
4986	382T-55E	H-30	Saudi			
4987	382T-45E	H-30	AlgAF		8404	
4988	382C-85D	EC-130Q	USN	162313	8403	TACAMO.
4989	382T-45E	H-30	AlgAF		8404	
4990	382C-	C-130H				No contract 8311.
4991	382C-	C-130H				No contract 8311.
4992	382G-	L -30				No contract 8307.
4993	382C-50G	H-7	USCG	CG1705	8406	(83-0007).
4994	382C-	C-130H				No contract 8311.
4995	382C-	C-130H				No contract 8311.
4996	382C	HC-130H-7	USCG		8408	
4997	382T-56E	H-30	AlgAF		8406	
4998	382C-	C-130H				No contract 8311.
4999	382G-	H-7	USCG		8409	
5000	382T-64C	H-30				No contract 8311.
5001	382T-41E	H-30	NigAF	NAF918	8406	
5002	382C	H-7	USCG		8410	
5003	382T-52E	H-30				No contract 8311.
5004	382C	MC-130H	USAF	83-1212	8407	
5005	382C	H-7	USCG		8412	
5006	382T-51E	H-30				No contract 8311.
5007	382C-47E	LC-130H	US ANG	83-0490	8412	Ski. 139 TAS
5008	382C-46E	C-130H	AFRES	83-0486	8408	
5009	382C-43E	KC-130H	USMC	162785	8408	(83-0503).
5010	382C-47E	LC-130H	US ANG	83-0491	8412	Ski. 139 TAS
5011	382C-48E	KC-130T	USMC	162786	8410	(83-0504).
5012	382C-46E	C-130H	AFRES	83-0487	8410	
5013	382C-47E	LC-130H	US ANG	83-0492	8501	Ski. 139 TAS
5014	382C-46E	C-130H	USAF	83-0488	8410	
5015	382C-44E	C-130H	Japan	45-1073	8410	(83-0001).
5016	382C-47E	LC-130H	US ANG	83-0493	8502	Ski. 139 TAS
5017	382C-44E	C-130F	Japan	45-1074	8411	(83-0002).
5018	382C-46E	C-130H	USAF	83-0489	8411	

"JAPANESE AIR ARMS 1952-1984" is the first and the only one comprehensive English-written monograph of postwar Japanese air arms ever published in the world. This B5-sized book contains a total of 196 pages, including 4 pages of colour drawings of 81 JASDF tail-markings and 24 pages of 96 black & white photographs of various JASDF/JMSDF/JGSDF aircraft.

Emphasis has been put on describing each squadron with details of its markings and history, serial numbers with individual aircraft history details and changes of the order of battle through its history. This book also contains very useful "APPENDICES" of the followings.

+ Complete list of airbases/airports/heliports/gliderfields in Japan.
+ Complete list of the crashed JASDF/JMSDF/JGSDF aircraft with details of its serial number, unit, casualties and location of the crash.
+ Maritime Safety Agency (Japanese Coast Guard) aircraft in 1984.
+ U.S.Air Arms in Japan 1984.
+ A guide to your photography trip in Japan.

This book is compiled, illustrated and published in Japan by Akira WATANABE at his own expense, and this is put on sale in the middle of October 1984. If you want to buy it, please send "INTERNATIONAL POSTAL MONEY ORDER" directly to the following author's address. The price of this book is ¥ 3300 (Japanese Yens) including postage (SURFACE MAIL). If you want the author to airmail this book, please send additional ¥ 1700 (total; ¥ 5000) by IPMO.

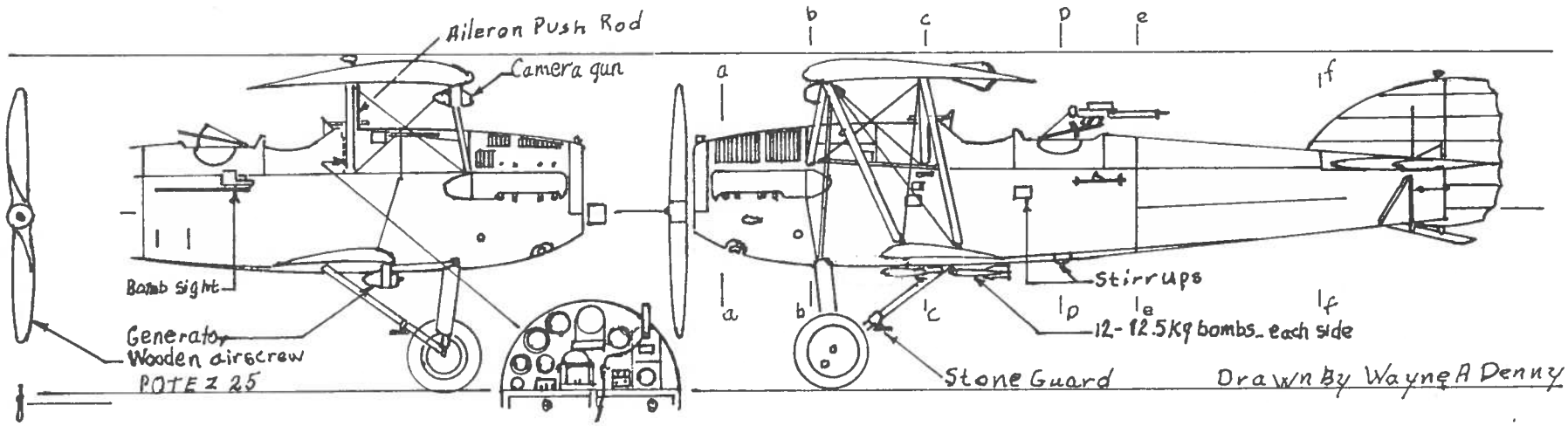
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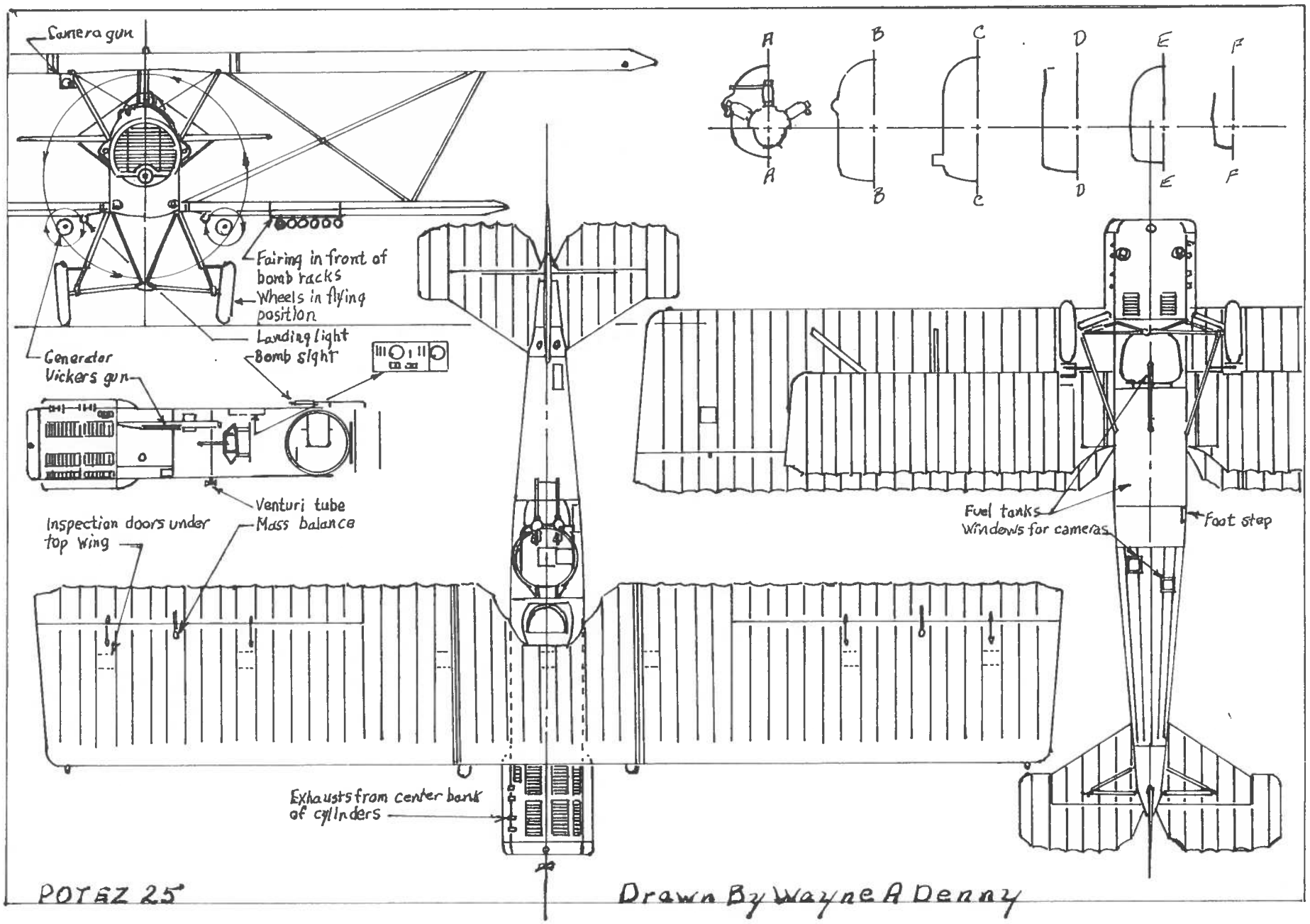
Akira WATANABE: Komatsu 4-2-27-314, Koumosu, Saitama, 365, JAPAN.

AIRCRAFT OF THE SMALL AIR FORCES

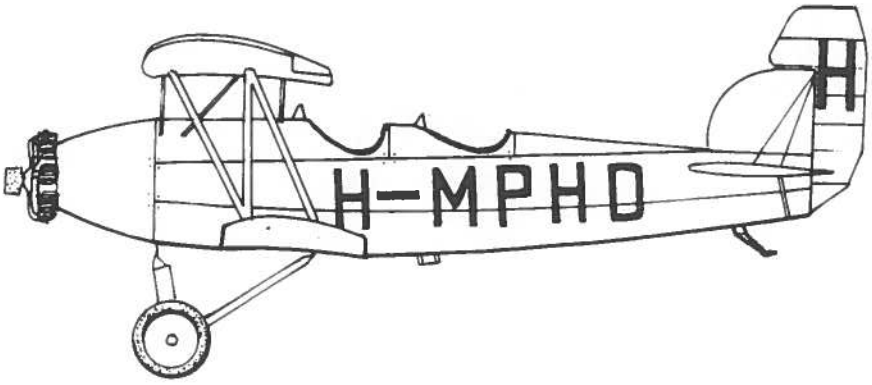
POTEZ 25



POTEZ 25 Scale = 1:72
Developed From A Polish Mgazine Published 1969
Original Drawings 1:25 By Jerzy Mularczyk And Roman Reichert
Paraguay Used 14 Potez 25 A2's In The Gran Chaco War Of 1933
Air Enthuiast Quarterly No. 2 Covers The War, And Has A Color Profile
Of The Potez 25

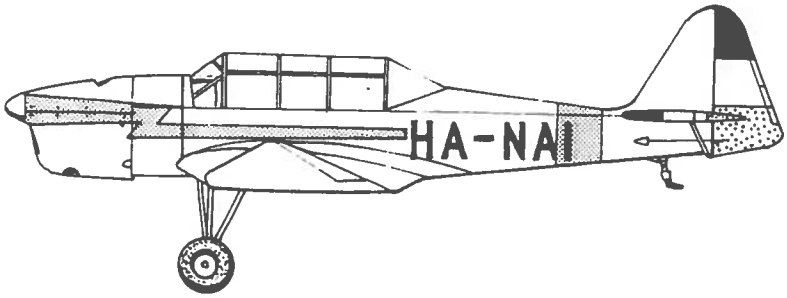

Camera gun
Fairing in front of bomb racks
Wheels in flying position
Landing light
Bomb sight
Generator
Vickers gun
Venturi tube
Mass balance
Inspection doors under top wing
Exhausts from center bank of cylinders
Fuel tanks
Windows for cameras
Foot step
A
B
C
D
E
F
POTEZ 25
Drawn By Wayne A Denny

Hungarian trainers (4)

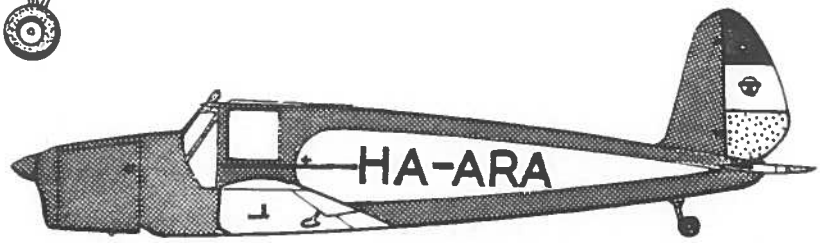


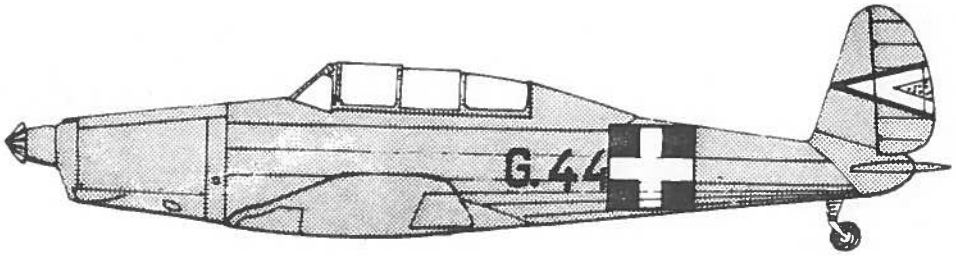
Heinkel HD.22

Klemm Kl.35



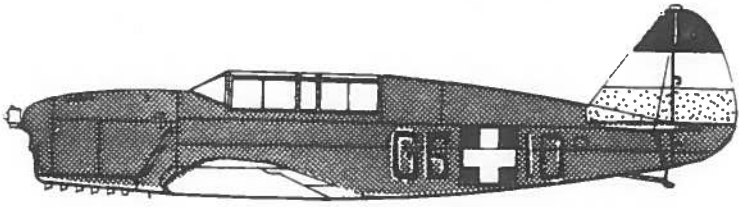
Arado Ar.79

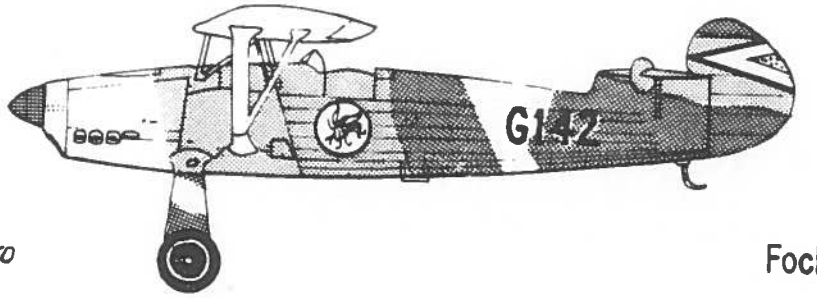


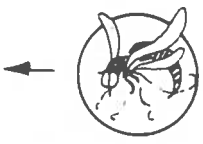


Arado Ar.96A

Nardi FN.305







270

Focke Wulf FW.56